PROCEEDINGS

OF THE

INDIAN RAILWAY CONFERENCE ASSOCIATION

OF

1903.



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1903.

RAILWAY CONFERENCE, 1903.

Proceedings of the Conference of Railway Delegates assembled at Simla on Monday, the 26th October 1903.

Monday, the 26th Octobe 903, 11 a.m.

The following were present:—

PRESIDENT:

Director of Railway Traffic. COL. G. F. WILSON, R.E.

SECRETARY:

Offg. Under Secretary, Railway Traffic. A. R. JACOBSON, ESQ.

DELEGATES:

Assam-Bengal railway	R. S. STRACHEY, Esq.	*Agent*
Bengal and North-Western railway.	E. A. NEVILLE, Esq.	*Acting Agent.*
*Bengal Central railway** / *Bengal Dooars railway**	E. A. NEVILLE, Esq	*Acting Agent, Bengal and North-Western railway.*
Bengal-Nagpur railway	C. BECKETT, Esq.	*Acting Agent and Chief Engineer.*
Bombay, Baroda and Central India railway.	W. HARVEY, Esq.	*Acting Agent.*
Burma railways	CAPT. W. A. S. KINCAID, R.E.	*Agent.*
*Calcutta Port Commissioners' railway **	W. A. DRING, Esq.	*A Port Commissioner*
*Eastern Bengal State railway**	H. P. BURT, Esq.	*Manager, Oudh and Rohilkhand railway*
East Indian railway	J. DOUGLAS, Esq.	*Agent.*
Great Indian Peninsula railway	F. T. RICKARDS, Esq.	*Deputy Agent.*
Jodhpur-Bikaner railway	W. HOME, Esq.	*Manager.*
Madras railway	E. W. STONEY, Esq.	*Acting Agent and Manager.*
Nizam's Guaranteed State railway.	W. PENDLEBURY, Esq.	*Agent and Manager.*
North Western railway	S. FINNEY, Esq.	*Manager.*
Oudh and Rohilkhand railway	H. P. BURT, Esq.	*Manager.*
Rohilkund and Kumaon railway	J. ROBB, Esq.	*Acting Agent and Chief Engineer.*
Southern Mahratta railway	LT.-COL. J. BURN MURDOCH, R.E.	*Agent.*
South Indian railway	MAJOR A. D. G. SHELLEY, R.E.	*Agent.*

The following officers also attended the meeting:—

Bengal and North-Western railway.	J. WALKER, Esq.	*Traffic Manager.*
Bengal-Nagpur railway	A. M. CLARK, Esq.	*Acting Traffic Manager.*
Bombay, Baroda and Central India railway.	C. A. R. CROMMELIN, Esq.	*General Traffic Manager.*
Great Indian Peninsula railway	A. C. RUMBOLL, Esq.	*Acting General Traffic Manager.*
Madras railway	D. ROSS-JOHNSON, Esq.	*Traffic Manager.*
North Western railway	Bt. LT.-COL. C. H. COWIE, R.E.	*Deputy Manager.*
	C. J. KEENE, Esq., C. I. E.	*Offg. Traffic Superintendent.*
Oudh and Rohilkhand railway	A. W. U. POPE, Esq.	*Traffic Superintendent.*
Southern Mahratta railway	W. B WRIGHT, Esq.	*Traffic Manager.*
South Indian railway	T. J. McCLOUGHIN, Esq.	*Acting Traffic Manager.*

* *Vide* Appendix VII.

The President, in opening the proceedings, spoke as follows:—

GENTLEMEN,

The present meeting has been convened in response to my Conference letter* No. 61, dated the 2nd September 1903, for the twofold purpose of giving me the opportunity of laying down the reins of office and enabling you to undertake the duty of inaugurating the new INDIAN RAILWAY CONFERENCE ASSOCIATION, which is about to take the place of the old Railway Traffic Conference, and to appoint a President and a Secretary in connection therewith.

* Appendix I.

2. It is not proposed to ask you at this meeting to discuss any other questions than the above, with the exception of one small matter—"The encouragement of the study of Indian railway problems," which, at the request of the Secretary to Government, has been placed on the agenda with a view to eliciting an expression of your opinion as to whether there would be any advantage in establishing amongst the superior staff of the railways in this country, either collectively or individually, a competition similar to that† instituted on the Great Northern railway at Home in order to encourage a study of the various railway problems which are constantly presenting themselves.

† Appendix II.

3. Although the business to be transacted at this meeting is to be confined to merely the formation of the new Association; and the views held by Government of the proper functions of this newly formed body are contained in my Conference letter No. 61, still there are one or two points not brought forward in that letter regarding which, with your permission, I should like to say something.

4. I have had a statement‡ prepared shewing in juxtaposition, (i) the proposals as accepted by the 1902 Conference, (ii) the proposals which were made by the President in submitting to Government the proceedings of the Conference of 1902 for the formation of a permanent conference independent of Government, with a paid Secretary and a President elected by yourselves, and (iii) the proposals as revised and finally accepted by the London Boards of the Indian railway companies.

‡ Appendix III.

You will remember that I suggested at the 1902 Conference—

"the advisability of the Boards of all the Indian railways in London holding a small conference amongst themselves to decide what suggestions, if any, they should make as a body in regard to the proceedings of this (the 1902) Conference, and thus obviate the difficulties that would arise from each Board having possibly a few remarks to make about points of minor importance which would make it difficult hereafter to come to any unanimous settlement out here."

The suggestion was adopted and the revised proposals of the London Boards are given in column 3 of the statement, besides forming an enclosure to Railway Conference Memorandum No. 62 of the 2nd September last.

What I wish to confine my remarks to now are the main points of difference between the proposals as framed by the 1902 Conference and as accepted by the Boards.

5. The first point to notice is that, while the delegates attending the 1902 Conference proposed that the new "Association" (as the London Boards have decided to call it) should be empowered to consider all questions including questions of through *rates and fares*, referred to it by Government, railways parties to the Association, or public bodies, the London Boards propose that—

"*only Members of the Association* may submit for consideration proposals relating to rates and fares * * *, but that any opinion of the Association which shall be recorded, and any regulation made, shall become operative on such a proposal only so far as it shall be agreed to by the representatives of those railways to which it would apply."

So far as Government is concerned it is suggested that the Association may consider at their instance—

"questions of railway management affecting the mutual relations between the railways themselves, and also between the railways and the Government, such questions not involving matters falling within the provisions of their respective contracts with the Secretary of State."

It will thus be observed that while the Boards exclude the submission by Government for the opinion of the Association questions of specific through

rates and fares, they apparently are prepared to admit such questions as maxima and minima rates ... is hoped that the Agents of railway ... ly to impressing on their Boards ... o matters admissible for consideration all references by Government regarding questions involving rates which have general applicability and of the tendering of advice by the Association.

6. There is another point, and it is a very important one, to which I wish to draw your attention. I refer to the remarks made in paragraph 3 of my Conference letter No. 61. You have to determine whether your newly constituted Conference Association is to remain a purely traffic conference, as it has been in the past, or is to have the scope of its duties extended in the direction suggested in paragraph 3, so as to become not only a mere committee for the purpose of framing rules and regulations for the conduct of traffic, but a real consultative committee to which Government, as well as railways themselves, could submit all manner of questions relating to railway administration for *opinion* and *advice*. In other words you have to consider whether you will give effect to the decision you came to unanimously at the Conference of 1902 as expressed in Resolution No. 10. This has to be, and is, done now to each railway individually through the several Consulting Engineers or through one of the Government Directors, but only at the expenditure of much time and labour, and surely it would be much more satisfactory for all parties, railway administrations themselves as well as Government, and would greatly tend to the more prompt despatch of business, to be able to submit these questions to the whole body of railway representatives collectively, whose joint opinion would be submitted to Government instead of as now individually. I do not wish to dictate to you the manner in which technical questions relating to different departments should be dealt with. It would be for you to decide whether separate sub-committees of Engineers, Locomotive, and Traffic Officers should be formed, or whether they should rather be mixed sub-committees, *vide* paragraph 5 of Colonel ... ask is that you should consider and weigh ...

... ite your attention to the opening ...

If the Indian Railway Conference Association is to do nothing more than take the place of the old Railway Traffic Conference, its powers have been so limited by the Boards to deal with traffic matters that the mere recording of the proceedings is all that need be provided for, and neither the President nor Secretary need be a man of exceptional expert knowledge.

...

and a person in whom everyone will have the fullest confidence. His duty will be not only to prepare the cases referred to the Association and to collect opinions and report decisions, but to constantly look after the interests of Indian railways generally, to endeavour to get all disabilities removed, whether they are caused by the action of Government or local bodies, the law courts, municipalities, etc., and so make the Association a power that cannot be ignored.

7. It only remains for me to formally resign my position of *ex-officio* President of your late Traffic Conference, which I do with extreme regret as it has always been a pleasure to me during the two years I have been your President to associate myself with you.

I ask you now to elect a Chairman and a Secretary to conduct the proceedings of your present conference.

8. Gentlemen, you have all had an opportunity of reading the main portion of my address, so I suppose I may take as read such portion as has been in your hands. (*No dissent*).

9. I have only a few additional remarks to make, mainly to draw your special attention to paragraphs 5 and 6 of that address. As regards the question of including through rates and fares among the matters which may be submitted to the new Association for advice by Government—(I may here mention that the term "Government" would include the new Railway Board, should the results of Mr. Robertson's Report be to call such a Board into existence)—I would ask you to read again the remarks that I made in my opening address at the Conference of 1902, especially in paragraph 10 (*c*) of that address.

I must say that I fail to see how it could be anything but an advantage to you, to your Boards and to Government that the advice of the new Association should be sought on all questions of changes of through rates or fares which affect the interests of your lines collectively.

I sincerely hope you will be able to see your way to recommending to your Boards a reconsideration of their proposals on this point.

10. As regards paragraph 6 of my address, the question raised is a very important one. The appointment of a permanent Secretary and the salary that he would draw would depend entirely upon the decision you come to thereon. In fact, the point is this, you have to decide whether you will remain merely a Traffic Conference as hitherto or whether you will be prepared to accept the extended rôle that Government are anxious to confer upon you and become an Association of real importance; a consultative body whose joint opinion would carry such weight that it would be difficult, or almost impossible, to resist it. I may say that this would have still greater force from the point of view of the new Board, if it ever comes into existence; for if the new Board is created the probability is that one or two members may be recruited altogether from outside India. They will therefore come to this country absolutely ignorant of India, of the methods of Indian Railway Administration and of the economic conditions of the country, and I am quite sure that they themselves would be only too pleased to have such an Association available at hand to whom they might apply for advice and assistance, at any rate, during the first few years of their existence.

11. In my conference letter No. 61,* paragraph 4, I sketched out the nature of the questions which Government were desirous should be put before the new Association for opinion. To this I may add one more, a case which I have before me, *i. e.*, the introduction of some system of Automatic Coupling. This is a question which must crop up in the near future, since the introduction of more powerful engines and heavier train loads will necessitate a reconsideration of the standard type of screw coupling. There is in the *Bulletin* of the Indian Railway Congress for August 1903 a description of such a coupling, and if any gentleman wishes to see it I shall be glad to show him the paper. This is a fitting question for your new Association to take up and deal with, should you decide to absorb into your body the present Committee of Locomotive Superintendents.

* Appendix I.

12. Gentlemen, I have no further remarks to make except to formally lay down my Presidentship of the old Traffic Conference and to ask you to elect a Chairman and a Secretary to conduct your present proceedings.

Mr. J. Douglas, in proposing a vote of thanks to the retiring President, spoke as follows:—

GENTLEMEN,

I am afraid our first duty is not altogether a pleasant one,—I mean taking leave of our old President, Colonel Wilson. The proposal for a permanent conference independent of Government has emanated from himself so that in regard to this leave-taking we have, I think, rather a grievance against him.

During the time that we have attended past conferences I think you will all admit that Colonel Wilson has led us with ability, patience and courtesy.

I would ask you to place our deep sense of this on record

I would therefore formally propose that we recognise in this manner the ability, tact, patience and courtesy with which Colonel Wilson has presided over the Conference during the time he has been associated with it.

Mr. W. Pendlebury in seconding the above resolution said :—

I have great pleasure in seconding this resolution.

I am sure that we are all very much indebted to Colonel Wilson for his kind courtesy and assistance during the period he has presided over our meetings, and I only hope that whoever is elected as the new President will exercise the same patience and tact which he has displayed when we have had little controversies on various matters. I do not think in seconding the resolution that I can say more than Mr. Douglas has expressed.

The President, in replying to the vote of thanks, spoke as follows :—

I rise to thank you heartily for the exceedingly kind way in which Mr. Douglas has proposed his resolution which Mr. Pendlebury has seconded, and for the terms which have been used with reference to my conduct of affairs as your late President. It has always been to me an extreme pleasure, and I may say pride, to have been associated with the representatives of the railways which form this great Indian railway system.

I may add when I mention this great Indian system that, Mr Robertson notwithstanding, the Indian system, judged by results, is second only to one and that is the German system, and Mr. Robertson himself tells us that it is by our results that we are to be judged.

The meeting then terminated.

APPENDIX I.

No. 61, dated Simla, the 2nd September 1903.

From—COLONEL G. F. WILSON, R E, President, Railway Conference,

To—The Agents, East Indian, Great Indian Peninsula, Bombay, Baroda and Central India, Bengal and North-Western, Southern Mahratta, South Indian, Assam-Bengal and Burma railways; the Agents and Chief Engineers, Bengal-Nagpur, Bengal Central, and Rohilkund and Kumaon railways; the Agents and Managers, Madras and the Nizam's Guaranteed State railways; the Managers, North Western, Oudh and Rohilkhand, Eastern Bengal, Jodhpur-Bikaner and Udaipur-Chitor railways; the Manager and Engineer in-Chief, Bhavanagar-Gondal-Junagad-Porbandar railway; the Secretary, Calcutta Port Commissioners' railway.

In continuation of telegram No. 59/60,* dated the 2nd September 1903, from the Secretary, Railway Conference, I have the honour to inform you that railway administrations have agreed to the meeting being held at Simla, and, owing to the inability of some administrations to attend about the middle of the month, Monday, the 26th October 1903, has been fixed for the first day. The meeting will be held in the office of the Public Works Department Secretariat and open daily at 11 A.M.

* [To Madras railway only.]

2. As stated in the Secretary's telegram No. 52, dated the 17th August 1903, the business to be transacted will be the formation of the Indian Railway Conference Association, and the election of a President and a Secretary. It will be observed from the rules adopted by the Boards of Directors of the several railway companies that the Association will have three entirely distinct functions, *viz.*:—

(a) to frame by general agreement regulations for the management of traffic;

(b) to consider questions submitted for opinion by the Government of India or any member of the Association;

(c) to act as a Board of conciliation between members of the Association;

and it will be for the meeting to decide how these duties are to be performed.

3. As regards (a), the draft rules in question define the duties and the powers of the Association, and they appear to be adequate for the present; but (b) and (c) will require further consideration.

In respect to the former it is considered that the Association should endeavour to exercise the same functions and responsibilities in respect to railways as the Chambers of Commerce do to commerce, and that it should be prepared to advise the Government of India and, if desired, its own members also, on all questions affecting railway working which may be referred to it.

For this purpose it seems essential for the Association to be so organized as to have separate sub-committees composed of experts in each department of the railway, *viz.*, Audit, Engineering, Locomotive and Traffic. Questions which are now referred to the present Locomotive Committee would be dealt with by the Locomotive Sub-Committee of the Association. Similarly, questions relating to other Departments would be considered by the sub-committee interested.

4. Among the questions which are now pending, and which in due course will be placed before the Association, are—

(i) the introduction of large-capacity stock;

(ii) the standardisation of locomotives;

(iii) the establishment of a central clearing house;

(iv) the revision of the General Rules for working railways.

Such questions would necessarily be considered at joint meetings by each of the sub-committees interested.

5. If it is decided to work the Association on these lines, the selection of a paid Secretary will require much greater consideration than if there is to be little more than an annual Traffic Conference. Since without applicants for the post it will be difficult to select a Secretary, I would suggest that the appointment be made known to the staff under your orders, and that any applications received by you may be brought up for consideration at the coming meeting.

6. I shall be glad to receive the name (s) of the delegate (s) who will represent your railway at the conference.

No. 62, dated 2nd September 1903.

Endorsed by the Secretary to the Railway Conference.

Copy, with a copy of the telegrams referred to and of the rules of the proposed Indian Railway Conference Association agreed to by the Home Boards of the several Indian railway companies, is forwarded, for information, to the Agent and General Manager, Dibru-Sadiya railway; the General Manager and Chief Engineer, Darjeeling-Himalayan railway; the Manager and Executive Engineer, Morvi railway; the Manager and Chief Engineer, Bengal Dooars railway; the Resident Engineer and Agent, Barsi Light railway [* in case the railway administration is desirous of joining the Association].

* Omit the portion within brackets to Morvi and Bengal Dooars railways.

Telegram No. 52, dated 17th August 1903.

From—The Secretary, Railway Conference,

To—The Agents, East Indian, Great Indian Peninsula, Bombay, Baroda and Central India, Bengal and North-Western, Southern Mahratta, South Indian, Assam-Bengal, and Burma railways; the Agents and Chief Engineers, Bengal-Nagpur, Bengal Central, and Rohilkund and Kumaon railways; the Agents and Managers, Madras and the Nizam's Guaranteed State railways; the Managers, North Western, Oudh and Rohilkhand, Eastern Bengal, Jodhpur-Bikaner and Udaipur-Chitor railways; the Manager and Engineer-in-Chief, Bhavnagar-Gondal-Junagad-Porbandar railway; the Secretary, Calcutta Port Commissioners' railway.

Please wire whether middle of October next suits you for holding meeting at Simla to form Railway Conference Association, and elect President and Secretary.

Telegram No. 59, dated 2nd September 1903.

From—The Secretary, Railway Conference,

To—The Agent and Manager, Madras railway.

Conference meets 26th proximo. Will last about a week. Letter follows.

Telegram No. 60, dated 2nd September 1903.

From—The Secretary, Railway Conference,

To—The Agents, East Indian, Great Indian Peninsula, Bombay, Baroda and Central India, Bengal and North-Western, Southern Mahratta, South Indian, Assam-Bengal, and Burma railways; the Agents and Chief Engineers, Bengal-Nagpur, Bengal Central, and Rohilkund and Kumaon railways; the Agent and Manager, the Nizam's Guaranteed State railway; the Managers, North Western, Oudh and Rohilkhand, Eastern Bengal, Jodhpur-Bikaner and Udaipur-Chitor railways; the Manager and Engineer-in-Chief, Bhavnagar-Gondal-Junagad-Porbandar railway; the Secretary, Calcutta Port Commissioners' railway.

My telegram numbered and dated as follows:—52, 17th ultimo. 26th proximo fixed for first day of meeting. Letter follows.

Rules of the Indian Railway Conference Association.

The Indian Railway Conference Association, hereinafter designated the Association, shall consist of all Railway Administrations in British India that intimate their desire to join it, each of whom shall be represented at its meetings by one delegate.

It shall elect annually a President from the representatives of the Administrations composing it, and may appoint a paid Secretary and necessary office establishment on terms to be settled by a majority of votes.

The Association is constituted to frame, in the manner hereinafter prescribed, Regulations for the management of traffic interchanged between the railways represented in the Association, subject to the following fundamental *rules*:—

I.—(*a*) The Association may frame regulations for the management of the administrative details of traffic interchanged between the railways represented in the Association—for which it shall be agreed that the practice of Indian railways should be uniform—including the fixin[illegible] use and misuse of vehicles, demurrage, &c., but s[illegible] to the fixing of rates or fares or any matters of [illegible] shall remain under the complete and exclusive control of the several railways represented in the Association.

(*b*) The Association may consider at the instance of Government, or of any railways represented in the Association, questions of railway management affecting the mutual relations between the railways themselves, and also between the railways and the Government, such questions not involving matters falling within the provisions of their respective contracts with the Secretary of State.

(*c*) Any of the members of the Association may submit for considera- [illegible] through [illegible] but any [illegible] regulation made, shall become operative on such a proposal only so far as it shall be agreed to by the representatives of those railways to which it would apply, and on an agreement being thus come to, it shall be binding on the consenting railways.

II.—(*a*) The Association may act as a Board of Conciliation, under regulations to be made by it for the appointment of an Arbitrator or Committee of Arbitration, for the settlement of differences that shall arise between railways represented in the Association on matters governed by the regulations of the Association, or relating to, obligations by which any such railway is bound, under the provisions of Rule I, clause (*c*).

(*b*) The Association may also act, under similar regulations, as a Board of Conciliation on any other matters when so desired by any of the parties interested in such settlement.

III.—(*a*) Not less than six months' previous notice must be given in writing to the Secretary of the Association, and not less than three months' previous notice by the Secretary of the Association to the members before any proposal under Rule I is submitted to the Association for consideration.

(*b*) For the consideration of all questions falling within the scope of Rule I, two-thirds of the railways represented in the Association shall form a quorum.

(*c*) The Secretary of the Association shall communicate to the Agents or Managers of all railways represented in the Association, at their usual residence in India, all notice of matters to be brought before the Association at such time as will ensure the prescribed period intervening before the date fixed for the next ensuing meeting.

IV. The voting power of the railways represented in the Association shall be calculated on the basis agreed to at the last Railway Conference in 1900. The conditions of Rules III (*a*) and (*b*) shall apply to all proposals for modifying the voting power of all railways, as well as for fixing such power in the event of an additional railway joining the Association.

V. A majority of not less than three-fourths of the total number of votes of the railways present at any meeting of the Association shall be requisite for the alteration of, or addition to, any regulations of the Association.

VI. Any railway represented in the Association may, twelve months after giving notice in writing to the Secretary of the Association of its intention so to do, withdraw from the Association, or withdraw its assent after such notice to any regulation that has been twelve months in operation, and thereafter such regulation shall no longer be binding on it.

VII. The necessary expenses of the Association shall be borne by Railway Administrations represented in the Association in the same proportions as their respective voting powers.

VIII. The regulations of the Railway Conference, as revised at their meeting in 1900, shall be regarded as regulations of the Association until or so far as any of them shall have been modified under the provisions of these rules.

Accepted by the following Railway Companies :—Assam-Bengal, Bengal Central, Bengal Dooars, Bengal-Nagpur, Bengal North-Western, Bombay, Baroda and Central India, Burmah, East Indian, Great Indian Peninsula and Indian Midland, Madras, His Highness the Nizam's State, Rohilkund and Kumaon, South Indian, Southern Mahratta.

APPENDIX II.

The "Rosebery Medal" for Railway Essays.

Considerable interest has been aroused recently by statements to the effect that Lord Rosebery has inaugurated a scheme to encourage the younger members of all grades of the Great Northern Railway Company's employees to study various problems now to the fore in British railway working. As somewhat incorrect accounts of this scheme have been published, railway officers on other systems will, doubtless, be interested to read the circular recently issued to Great Northern Railway employees, which, by the courtesy of Mr. Oliver Bury, we are now privileged to publish:

"The Right Hon. the Earl of Rosebery, K.G., has kindly offered to give annually a gold medal (to be known as 'The Rosebery Medal') to the author of the best essay on railway subjects. Twelve subjects will be selected each year by the General Manager, who will issue a list on the 1st of July, and in order that the staff in all departments of the service may have an opportunity of competing, a wide range of subjects will be chosen. Employees of the Great Northern Company, whose age does not exceed 35 at the date of the publication of each year's list, will be eligible to compete, and they may select as a subject any one (but not more than one) of the twelve issued annually. In addition to the gold medal, a silver medal and diploma will be given to the author of the best essay on each of the eleven remaining subjects. The essays will be judged by the General Manager. If technical works are referred to, or quoted, the author's name must be given. The subjects for the year 1903 are as follows: (1) Permanent way, Construction and Maintenance; (2) Electric Traction for Railways; (3) Light Railways as Feeders to Main Lines; (4) Compound and Simple Locomotives Compared; (5) Workshop Practice in a Railway workshop; (6) Relative Cost and Efficiency of Vacuum and Pressure Brakes; (7) Economical Working of Passenger and Goods Traffic; (8) Economical Working of Coal Traffic; (9) Economic Basis of Railway Rates; (10) The Law on Railways in the United Kingdom; (11) The Function of Railways in Relation to Trade and Commerce; (12) General Principle of Accounts of a Railway."

We trust that Lord Rosebery's offer may encourage a large number of employees to compete for the medal, and, what is still more important, stimulate the interest of workers in their work, both in and out of business hours.

APPENDIX III.

Proposals by the Railway Conference of 1902.	*Proposals by the President, Railway Conference.*	*Revised proposals by the Boards of Indian railways.*
The name of the body be "The Chamber of Indian railways." (*Vide* Resolution No. 3 of the Railway Conference of 1902.) The Chamber of Indian railways shall consist of all railway administrations in India and Burma desirous of joining it, and shall be represented at its meetings by one delegate from each railway administration which is a member. It shall be presided over by a President, elected annually from amongst the members, and there shall be a permanent paid Secretary, selected by the members, and the necessary office establishment. (*Vide* Resolution No. 4 of the Railway Conference of 1902.)		The Indian Railway Conference Association, hereinaftor designated the Association, shall consist of all Railway Administrations in British India that intimate their desire to join it, each of whom shall be represented at its meetings by one delegate. It shall elect annually a President from the representatives of the Administrations composing it, and may appoint a paid Secretary, and necessary office establishment, on terms to be settled by a majority of votes. The Association is constituted to frame, in the manner hereinafter prescribed, Regulations for the management of traffic interchanged between the railways represented in the Association, subject to the following Fundamental Rules.
(4) To alter or cancel existing Conference rules and make such new ones as may from time to time be required. (*Vide* Resolution No. 8 of the Railway Conference of 1902)	4. To alter or cancel such existing Conference rules as fall within the competency of Agents and Managers, and to make such new rules as do not require superior sanction.	I. (*a*) The Association may frame Regulations for the management of the administrative details of traffic interchanged between the railways represented in the Association—for which it shall be agreed by the Association that the practice of Indian railways should be uniform—including the fixing of charges for transhipment, use and misuse of vehicles, demurrage, etc., but such Regulations shall not extend to the fixing of rates or fares or any matters of internal administration which shall remain under the complete and exclusive control of the several railways represented in the Association.
(1) To consider all questions referred to it by Government, railways parties to the Chamber or public bodies, including questions of through rates and fares. (*Vide* Resolution No. 6 of the Railway Conference of 1902.)	1. To consider all questions referred to it by Government, railways parties to the Conference, or public bodies, and also any proposals for the revision of such of the existing Conference rules as Agents and Managers individually are not empowered to dispose of without superior sanction.	I. (*b*) The Association may consider at the instance of Government or of any railways represented in the Association, questions of railway management affecting the mutual relations between the railways themselves, and also between the railways and the Government, such questions not involving matters falling within the provisions of their respective contracts with the Secretary of State.
		I. (*c*) Any of the Members of the Association may submit for consideration proposals relating to rates and fares including the division of through rates designed to take effect on railways represented in the Association; but any opinion of the Association which shall be recorded, and any Regulation made, shall become operative on such a proposal only so far as it shall be agreed to by the representatives of those railways to which it would apply, and on an agreement being thus come to it shall be binding on the consenting railways.

Proposals by the Railway Conference of 1902.	*Proposals by the President, Railway Conference.*	*Revised proposals by the Boards of Indian railways.*
(2) To arbitrate between railways in all disputes, when called upon to do so by mutual consent. (*Vide* Resolution No. 7 of the Railway Conference of 1902.)	2. To arbitrate between railways in all cases of disputes submitted by one or other or both of the disputants, under such rules as may be agreed upon.	II. (*a*) The Association may act as a Board of Conciliation, under Regulations to be made by it for the appointment of an Arbitrator or Committee of Arbitration, for the settlement of differences that shall arise between railways represented in the Association on matters [illegible]
(3) To interpret all readings [illegible]	3. To interpret all [illegible]	[illegible] clause (*c*). (*b*) The Association may also act under similar Regulations, as a Board of Conciliation on any other [illegible]
Nil.	*Nil.*	III. (*a*) Not less than six months' previous notice must be given in writing to the Secretary of the Association and not less than three months' previous notice by the Secretary of the Association, to the members before any proposal under Rule 1 is submitted to the Association for consideration.
Nil.	7. Two-thirds of the rail- [illegible] the necessary quorum.	III. (*b*) For the consideration of [illegible]
Nil.	*Nil.*	III (*c*) The Secretary of the Association shall communicate to the Agents or Managers of all railways represented in the Association, at their usual residence in India, all notice of matters to be brought before the Association at such time, as will ensure the prescribed period intervening before the date fixed for the next ensuing meeting.
(9) In voting on all questions [illegible] (*Vide* Resolution No. 9 of the Railway Conference of 1902.)	9. In voting on all ques- [illegible]	IV. The voting power of the railways represented in the Association [illegible] basis [illegible] Con- [illegible] ms of [illegible] apply [illegible] the [illegible] well [illegible] the event of an additional railway joining the Association.
(8) With regard to (1), (3), [illegible] (*Vide* Resolution No. 9 of the Railway Conference of 1902.)	8. Questions referred un- [illegible] referred under (2) shall be decided on a bare majority, the President having the casting vote.	V. A majority of not less than [illegible]

Proposals by the Railway Conference of 1902.	*Proposals by the President, Railway Conference.*	*Revised proposals by the Boards of Indian railways.*
After the regulations passed at a Conference have been in operation for a period of six months, any railway or railways shall be at liberty, after giving six months' simultaneous notice to the Secretary to the Conference and all railways parties to the Conference, to withdraw from any regulation or regulations. This withdrawal shall only apply to transactions with the railway or railways giving the six months' notice. (*Vide* Resolution No. 3 (*b*) of the Railway Conference of 1900.)	*Nil.*	VI. Any railway represented in the Association may, twelve months after giving notice in writing to the Secretary of the Association of its intention so to do, withdraw from the Association or withdraw its assent after such notice to any Regulation that has been twelve months in operation, and thereafter such Regulation shall no longer be binding on it.
The administrations of the various railways recommend Government or their Boards to contribute towards the cost of keeping up the necessary permanent establishment, the cost being apportioned between the several railways in direct proportion to their voting powers. (*Vide* Resolution No. 5 of the Railway Conference 1902.)	*Nil*	VII. The necessary expenses of the Association shall be borne by Railway Administrations represented in the Association in the same proportions as their respective voting powers.
Nil.	*Nil.*	VIII. The Regulations of the Railway Conference as revised at their meeting in 1900 shall be regarded as Regulations of the Association until or so far as any of them shall have been modified under the provision of these Rules.
(5) In all matters referred to it under (1) the Chamber shall give such opinion or make such representation as it may think fit. (*Vide* Resolution No. 8 of the Railway Conference of 1902.)	5. In all matters referred to it under (1) the Conference shall express an opinion or make a recommendation only, and no changes which may be suggested shall have effect until confirmed by superior authority.	*Nil.*
(6) In all matters referred under (2) and (3), the decision of the Chamber shall be final and binding. (7) In all matters connected with (4), the decision of the Chamber shall be binding after confirmation by the Government of India and the Boards of Directors concerned. (*Vide* Resolution No. 8 of the Railway Conference of 1902.)	6. In all matters referred to it under (2), (3), and (4), the decision of the Conference shall be final and binding.	*Nil.*

APPENDIX IV.

Scale for votes on mileage basis.

Not exceeding 250 miles	1 vote.	Above 1,500 to 2,000 miles	6 votes.
Above 250 to 500 „	2 votes.	„ 2,000 to 2,500 „	7 „
„ 500 to 750 „	3 „	„ 2,500 to 3,000 „	8 „
„ 750 to 1,000 „	4 „	„ 3,000 „	9 „
„ 1,000 to 1,500 „	5 „		

Scale for votes on freight ton-mileage basis.

Not exceeding 10 million freight ton-miles	1 vote.	Above 250 million to 400 million freight ton-miles	7 votes.
Above 10 million to 50 million freight ton-miles	2 votes.	Above 400 million to 600 million freight ton-miles	8 „
Above 50 million to 100 million freight ton-miles	3 „	Above 600 million to 800 million freight ton-miles	9 „
Above 100 million to 150 million freight ton-miles	4 „	Above 800 million to 1,000 million freight ton-miles	10 „
Above 150 million to 200 million freight ton-miles	5 „	Above 1,000 million to 1,500 million freight ton-miles	11 „
Above 200 million to 250 million freight ton-miles	6 „	Above 1,500 million freight ton-miles	12 „

Railway.	Mileage open and under construction on the 31st December 1903	Half number of votes on mileage basis	Actual freight ton-mileage for 1903	Half number of votes on freight ton mileage basis	Total number of votes for each delegate.
Oudh and Rohilkhand	1,260¾	2½	270,152,000	3½	6 } 12
Eastern Bengal	1,278¾	2½	277,736,000	3½	6 }
East Indian	2,366¾	3½	2,142,698,000	6	10
Great Indian Peninsula	2,809¾	4	1,332,235,000	5½	10
North Western	3,976	4½	1,149,659,000	5½	10
Bombay, Baroda and Central India	2,531¼	4	875,753,000	5	9
Bengal and North-Western	1,348¾	2½	197,311,000	2½	5 }
Bengal Central	125	½	13,862,000	1	2 } 8
Bengal Dooars	153	½	3,909,000	½	1 }
Bengal Nagpur	2,056¾	3½	334,925,000	3½	7
Madras	1,617	3	325,640,000	3½	7
Southern Mahratta	1,714¼	3	176,846,000	2½	6
Burma	1,337½	2½	201,380,000	3	6
South Indian	1,361¾	2½	166,781,000	2½	5
His Highness the Nizam's Guaranteed State	742¼	1½	150,814,000	2½	4
Assam-Bengal	779¾	2	32,641,000	1	3
Jodhpur-Bikaner	824¼	2	42,520,000	1	3
Rohilkund and Kumaon	330¾	1	32,146,000	1	2
Calcutta Port Commissioners'	7¾	½	5,519,000	½	

APPENDIX V.

Rules for the conduct of business at the Railway Conference of 1903.

The rules for the conduct of business shall be as follows:—

1. To form the Indian Railway Conference Association, to elect a President for the year, and a permanent Secretary and decide upon the head-quarters of the Association.

2. The committee shall consist of a President so elected, who shall direct the proceedings, one officer appointed by each railway administration desirous of joining the Association, and the permanent Secretary, or one selected for this meeting.

3. The voting power of each delegate will be determined with reference to the importance of the railway he represents. The scale of votes is to be found in Appendix IV.

4. Railway officers, other than delegates, attending the conference shall be eligible to serve on any of the sub-committees, if any are formed. The proceedings of sub-committees shall have no force until confirmed by a full conference or quorum.

5. Two-thirds of the members of the conference, including the President, shall form a quorum.

6. The hours of business shall be from 11 A.M. till 4 P.M. daily, Saturdays and Sundays excepted.

APPENDIX VI.

Dated Gulmarg, the 13th September 1903.

From—BREVET-COLONEL W. V. CONSTABLE, R.E., Manager, Eastern Bengal State railway (on leave),

To—COLONEL G. F. WILSON, R E., President, Railway Conference, Simla.

In reply to your circular letter No. 61 of the 2nd instant, I have the honour to make the following remarks :—

If the subjects for discussion at the Simla meeting are confined to items (a), (b) and (c) only, as defined in your paragraph 2, I think, as State railways should be able to accept without any disadvantage any rules or decisions come to by the companies, that it may not be necessary for the Eastern Bengal (State) railway to be represented at the proposed meeting in Simla.

I shall be very busy after my return to Calcutta and I cannot possibly spare a traffic or other officer as a delegate. If permissible, I would, however, give my voting power to either of the two other State railways that may be present.

2. I, however, take the liberty of criticising one or two points, both in the rules accepted by the Boards as well as in your circular No 61.

3. First of all I think it is most desirable that it may be made the rule, if it is not so intended in the rules passed by the companies' Boards, that any one railway shall be competent to submit proposals to the Association, provided the subject falls within the matters governed by the regulations; otherwise the party that would be likely to lose or has the most to lose, on a reference, would often refuse to consent to the matter being adjudicated on.

I therefore suggest that the following alterations may be made in the rules passed by the Home Board :—

In rule I (b), line 2, for "Railways" read "Railway" and in line 4 for "the Railways" read "any Railway" and in (c), line 1, for "of the members" read "single member."

In rule II (b), line 3, interpolate "one" between "any" and "of."

Another rule that strikes one as being not quite suitable is rule III (a). The notice required seems unnecessarily long in all cases More elasticity might be given, I think, to provide for a case where some regulation passed by a previous conference, requires modification and where all agree that this had better be done as soon as possible.

4. To deal now with your No 61, I do not think the analogy between a Chamber of Commerce and the Railway Association alluded to in paragraph 2 is quite to the point. The former generally consists, not only of mercantile people, but also of railway men, port trust, corporation and other Government officials, and is chiefly an advisory body. The latter, however, consists solely of railway officials, and as the Association is not empowered under the rules to deal with cases of rates and fares, or with those falling within the provisions of the contracts between the companies' railways and the Secretary of State, I do not see why it should not consider *any* matters falling within the con-itions laid down in rule I (b) of the Association's rules. In fact, I think, rovided that Government has the power of veto in all cases, the Association ad better possess the power of either advising or deciding in each case, as it ny think fit.

5. As regards the last portion of your paragraph 3, I do not quite under-ad its purport. I think as heads of railways should be the only delegates

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5. As regards the last portion of your paragraph 3, I do not quite understand its purport, I think as heads of railways should be the only delegates

of the Association and, as many of them have engineering and traffic and even audit experience, any sub-committees that it may be found necessary to create, should be left each time to the Association to appoint, and I would prefer a mixed sub-committee, say, on the important subject of "standardising," to separate sub-committees of engineers, locomotive or traffic men, who would each make their own report and then meet and make a joint report to the Association.

I think far better and more practical results would be obtained from a selected committee of the best men the Association would appoint as occasion would require, and naturally each head of a railway would consult his experts before giving his opinion. I do not see either why the present Locomotive Committee should not submit its recommendations to the Association direct who would appoint, when necessary, a sub-committee to report on the proposal. In the same way an engineering committee might be formed. I feel sure it will cause delay if so many expert sub-committees, each consisting solely of men of some particular department, were appointed as suggested by you, and as far as the locomotive department is concerned, no delegates belonging to the Association could be found. A mixed sub-committee, with some experts in it, is much more likely in each case to recommend practical measures, and it should get through its work quicker.

6. I interpret your paragraph 4 to mean that the subjects detailed therein will not be discussed in October. This, I think, is absolutely right. As you are aware I take a great interest in subjects (i) and (ii). As regards the first, I do not think it could be dealt with in a practical manner yet, for it will take a considerable time for each railway to tabulate its standard dimensions and infringements of standard dimensions as they exist and to calculate what the cost of introducing wider stock will be, and without this information any action in the direction indicated would be premature.

In respect of subject (ii) and also of (i) so far as it concerns heavier axle loads, I trust that the subject may not be discussed by the Association until all the replies, including my No. 475 D. G. R., of the 4th June 1903, to Government of India's No. 455 R. S. of the 27th March 1903, have been circulated by Government and fully considered by each railway administration. The Director of Railway Construction has told me that this action will be taken, and I would ask the Conference to look at what is being done elsewhere before agreeing to any "standardising." Mr. Thomas Robertson and Colonel Gardiner are strongly against any "standardising" such as was proposed at the Calcutta Conference of December 1901, and the special Railway Commissioner properly remarks that "standardisation" means "stagnation." Mr. Cardew, the Locomotive Superintendent of the Oudh and Rohilkhand railway, in his report on American methods also alludes to the subject in the following words. "Types of engines.—There are many types of engines in America, contrary to the prevailing idea that there are not. As an instance of this the P. R. R has types named from A to H and these classes are divided up into sub-classes and known as A, or B, according to modifications made on new lots of engines of those classes. *Had there been one type only*, and no deviations allowed from it, the American engines would not now be pulling the loads they are doing."

This is true all over the world, and any unbiassed person has only to look through the files of illustrated English engineering papers and magazines for the last year to satisfy himself that every single railway in England has changed its types within the last twelve months and is continuing to modify them. And not only that, but they are trying French and American types. For India, which is backward beyond all other countries in the world in its type of engines (for proof of which see the Calcutta Conference papers and Colonel Gardiner's note on Standardisation, which are conclusive), to attempt standardising, as proposed just at this time, would be sheer folly.

7. I have just read the English Clearing House Rules, and although the Eastern Bengal (State) railway would be less favourably affected by the intro-

duction of a Clearing House than most of the other large systems, I am in [illegible] difficulty, I see, but [illegible] deal, on this system, [illegible] have one Clearing House say, at Cawnpore or Lucknow, or if this be not feasible, then to have one for northern and central Indian railways there, and let the southern railways wait a little and see how the experiment works. Again, it might be feasible to have three or four local Clearing Houses, or one central one, say, at Cawnpore or Lucknow and branches, say, at Calcutta, Madras and Bombay.

What I do not grasp is, supposing there are several local Clearing Houses, who would clear the traffic, *i.e.*, adjust the accounts when traffic passes between lines whose accounts are usually dealt with by separate Clearing Offices? For ins[illegible] Western railwa[illegible] and another at [illegible] another at Madras for the South Indian and Madras railways, how would traffic between Lahore and Madras or between Lahore and Trichinopoly be dealt with?

But the Eastern Bengal (State) railway will accept any proposals the majority of delegates agree to, and I assume all the conference would now do, if it did anything, would be to appoint a sub-committee to make recommendations.

[illegible] Eastern Bengal (State) railway has [illegible] but until his [illegible] with the mat[illegible] think that the [illegible] *im for the* add[illegible]

APPENDIX VII.

Dated the 30th June 1903.

From—The Manager and Executive Engineer, Morvi railway,

To—The President, Railway Conference.

I beg to say it is a good idea to hold a Conference in Simla during the present season for the purpose stated therein; but at the same time I would say that I am unable to send any delegate to represent this railway at the Conference as I am the only European on the line.

No. T. E. $\frac{19-02}{4565}$, dated the 2nd October 1903.

From—The Manager, Udaipur-Chitor railway,

To—The Secretary, Railway Conference.

* * * * * * *

I am afraid this railway cannot be represented at the Conference, as I am being transferred and the new Manager will not arrive till after that date.

No. 4281 M., dated the 9th October 1903.

From—The Manager, Eastern Bengal State railway,

To—The President, Railway Conference.

With reference to your letter No. 77,* dated 2nd October 1903, on the subject of the formation of the Indian Railway Conference Association, I have the honour to inform you that, as suggested by you, I am this day, the 9th October 1903, giving my voting power to Mr. Burt, Manager, Oudh and Rohilkhand railway, to represent the Eastern Bengal State railway at the proposed meeting.

*Not printed.

Telegram, dated 12th October 1903.

From—The Secretary, Calcutta Port Commissioners' railway,

To—The Secretary, Railway Conference.

* * * Mr. W. A. Dring will act as Commissioners' representative at the Conference.

Telegram, dated 17th October 1903.

From—The Agent and Chief Engineer, Bengal Central railway, Calcutta,

To—The President, Railway Conference, Simla.

Your telegram† of 13th instant. Acting Agent, Bengal and North-Western railway, will act proxy for me at Conference.

† Not printed.

We, Finlay, Muir & Co. of Calcutta, being the Agents of the Bengal Dooars Railway Company, Limited, and entitled to two votes,‡ hereby appoint Edward Anster Neville, Acting Agent of the Bengal and North-Western railway, as our Proxy, to vote for us and on our behalf, at the Railway Traffic Conference to be held at Simla on the 26th day of October 1903 and at any adjournment thereof.

As witness our hand this 17th day of October 1903.

FINLAY, MUIR & Co.,

Agents, Bengal Dooars Railway Company, Limited.

Witness,

R. LANGFORD JAMES,

1, Clive Street,

Calcutta.

No. G 6295—47 (22), dated the 21st October 1903.

From—The Manager and Engineer-in-Chief, Bhavnagar-Gondal-Junagad-Porbandar railway,

To—The President, Railway Conference.

In continuation of this office No. G 5470—47 (22),* dated 14th September 1903, I have the honour to state that I regret that important railway business prevents my attending the Railway Conference as intended.

* Not printed.

INDIAN RAILWAY CONFERENCE ASSOCIATION, 1903.

Monday, the 26th October 1903, 11-45 a. m.

With reference to paragraph 7 of the President of the Railway Conference's address at the meeting of the Conference at 11 A. M. on the 26th of October 1903, Messrs. S. Finney and A. W. U Pope were unanimously elected as Chairman and Secretary, respectively, of the meeting which met at 11-45 A.M.

The following were present :—

PRESIDENT ·

Manager, North Western railway, S. FINNEY, ESQ.

SECRETARY :

Traffic Superintendent, Oudh and Rohilkhand railway, A. W U. POPE, ESQ.

DELEGATES ·

Assam-Bengal railway	R. S. STRACHEY, Esq.	*Agent.*
Bengal and North-Western railway.	E. A. NEVILLE, Esq.	*Acting Agent.*
Bengal Central railway *Bengal Dooars railway*	E. A. NEVILLE, Esq.	*Acting Agent, Bengal and North-Western railway.*
Bengal-Nagpur railway	C. BECKETT, Esq.	*Acting Agent and Chief Engineer.*
Bombay, Baroda and Central India railway.	W. HARVEY, Esq	*Acting Agent.*
Burma railways	CAPT W. A. S. KINCAID, R.E.	*Agent.*
Calcutta Port Commissioners' railway.	W. A. DRING, Esq.	*A Port Commissioner.*
Eastern Bengal State railway	H. P. BURT, Esq.	*Manager, Oudh and Rohilkhand railway.*
East Indian railway	J. DOUGLAS, Esq.	*Agent.*
Great Indian Peninsula railway	F. T. RICKARDS, Esq.	*Deputy Agent.*
Jodhpur-Bikaner railway	W. HOME, Esq.	*Manager.*
Madras railway	E. W. STONEY, Esq.	*Acting Agent and Manager.*
Nizam's Guaranteed State railway.	W. PENDLEBURY, Esq.	*Agent and Manager.*
Oudh and Rohilkhand railway	H. P. BURT, Esq.	*Manager.*
Rohilkund and Kumaon railway	J. ROBB, Esq.	*Acting Agent and Chief Engineer.*
Southern Mahratta railway	LT.-COL. J. BURN MURDOCH, R.E.	*Agent.*
South Indian railway	MAJOR A. D. G. SHELLEY, R.E.	*Agent.*

The following officers also attended the meeting :—

Bengal and North-Western railway.	J. WALKER, Esq.	*Traffic Manager.*
Bengal-Nagpur railway	A. M. CLARK, Esq.	*Acting Traffic Manager.*
Bombay, Baroda and Central India railway.	C. A. R. CROMMELIN, Esq.	*General Traffic Manager.*
Great Indian Peninsula railway	A. C. RUMBOLL, Esq.	*Acting General Traffic Manager.*
Madras railway	D. ROSS-JOHNSON, Esq.	*Traffic Manager.*
North Western railway	BT. LT.-COL. C. H. COWIE, R.E.	*Deputy Manager.*
	C. J. KEENE, Esq., C.I.E.	*Offg. Traffic Superintendent.*
Southern Mahratta railway	W. B. WRIGHT, Esq.	*Traffic Manager.*
South Indian railway	T. J. MCCLOUGHIN, Esq.	*Acting Traffic Manager.*

The President-elect in taking his seat spoke as follows :—

GENTLEMEN,

I beg to thank you for the honour you have conferred on me in having elected me as President of this Conference and to convey to you Mr. Pope's thanks for the honour done him in electing him as Secretary. It appears to me that the first point we have to consider is the Rules of the Indian Railway Conference Association as contained in Appendix I of the Proceedings of the Railway Conference held to-day at 11 A.M. If we are to adhere to these rules strictly, it would seem that we cannot get very much further, as our functions will practically be confined to those of the old Conference. It is a matter for the railways concerned to decide whether we should act on these rules as they stand, or whether the majority of those present would consider it desirable to make representations to their Boards regarding any modification or alteration of the rules. When this point has been decided, we have to consider whether we should take any proceedings further in regard to rules as they stand or in view of any alteration that may be proposed. I would invite any gentleman who desires to do so to express an opinion regarding the rules in Appendix I of the Proceedings of the Railway Conference held to-day at 11 A.M.

Proposal No. 1. Proposed by Lieutenant-Colonel J. Burn Murdoch, R.E., and seconded by Mr. C. Beckett :—

Seeing that the views expressed in the retiring President's opening address have been framed after the receipt by Government of the rules framed by the London Committee of Representatives of the Companies' railways, this meeting considers that these views may be accepted as indicating the intentions of Government. This being so, the Home Board should be given a further opportunity of considering the wishes of Government as now set forth.

Resolved—

That each representative of Companies' railways recommend his Board to accept the suggestion of the Government of India, that the Association should undertake the duties and responsibilities of a Representative Body to which Government as well as the railways themselves could submit questions involving rates which have general applicability and others relating to railway administration for opinion and advice.

The revised proposals and rules, in which latter would be included, as far as applicable, the London Committee rules, be drawn up by a Sub-Committee.

That these proposals and rules after being passed by this Association be submitted together with copies of the proceedings and discussion of this meeting by the Agents of the various Companies' railways to their Home Boards for sanction.

Resolution No. 1. On the proposal of Mr. E. A. Neville, seconded by Mr. R. S. Strachey, it was agreed unanimously :—

That the consideration of the proposal made by Lieutenant-Colonel J. Burn Murdoch, R.E., be postponed till it is in the hands of the delegates in print for consideration in the afternoon.

The Chairman having invited opinions . . . the retiring President's address in t . . . of 11 A.M. to-day, regarding the "Enc . . . at problems," it was proposed by Mr. E. W. Stoney, and seconded by Major . . . way A. D. G. Shelley, R.E. :— **Resolution No. 2.**

That a reward be given for an Essay on railway subjects and that details in regard to the nature of the reward and of the competition be referred to a sub committee.

The voting was as follows :—

Ayes—103 votes.

	Votes.
Assam-Bengal ry. (R. S. Strachey)	3
Bengal and North-Western, Bengal Central and Bengal Dooars rys. (E. A. Neville)	8
Bengal-Nagpur ry. (C. Beckett)	7
Bombay, Baroda and Central India ry. (W. Harvey)	9
Burma rys. (W. A. S. Kincaid)	6
Calcutta Port Commissioners' ry. (W. A. Dring)	1
East Indian ry. (J. Douglas)	10
Great Indian Peninsula ry. (F. T. Rickards)	10
Jodhpur-Bikaner ry. (W. Home)	3
Madras ry. (E W. Stoney)	7
Nizam's Guaranteed State rys. (W. Pendlebury)	4
North Western ry. (S. Finney)	10
Oudh and Rohilkhand and Eastern Bengal State rys (H. P. Burt)	12
Rohilkund and Kumaon ry. (J. Robb)	2
Southern Mahratta ry. (J. Burn Murdoch)	6
South Indian ry. (A. D. G. Shelley)	5

Noes—Nil. Votes.

Nil.

Proposal *agreed to.*

[Adjourned to Monday, the 26th October 1903, at 14·30 o'clock.]

Monday, the 26th October 1903, 14-30 o'clock.

The delegates and visitors present were the same as in the meeting held at 11-45 A. M.

The consideration of the proposal made by Lieutenant-Colonel J. Burn Murdoch, R.E., postponed from the meeting held at 11-45 A.M., was resumed on receipt of the printed copies thereof.

In moving his proposal Lieutenant-Colonel J. Burn Murdoch, R.E., spoke as follows :—

MR. CHAIRMAN AND GENTLEMEN,

In rising to propose the Resolution that stands in my name I must express regret that the moving of some such Resolution, should not have been put forward by one of the Agents of the older lines, say one of my friends Mr. Wenden, Colonel Olivier, or Mr. Wynne. It is no use saying much about this; we have to take things as they are.

I think you will agree that the position in which we find ourselves is not altogether an easy one.

We have had placed before us two important documents, and we have to consider these two documents by the light of a third.

The first of these two documents is the set of rules drafted by General Strachey, the Chairman of the East Indian railway, and accepted by the Boards at home.

The second document consists of the Chairman's opening address.

The third is Mr. Robertson's recently published report, including, as it does, proposals for the establishment of a Railway Board, and here I have to remind you that our late President drew our attention to the probability of some such Board being formed by Government.

I think a brief consideration of these papers will show that two plain but antagonistic alternatives are presented to the Railways represented on the Association, *viz.* :—

(1) whether they are to undertake the Large Part recommended by the Government of India, or

(2) whether they should decline this and go in for the Small Part indicated in the rules now sent out.

To clear things, it would be as well to see what these parts are, and in doing so it will be best to use the words of our late President. The Small Part consists in doing nothing more than taking the place of the old Railway Traffic Conference. The Larger Part is that the scope of the duties of the Conference should be extended so that it should "become not only a mere Committee for the purpose of framing rules and regulations for the conduct of traffic, but a real consultative Committee, to which Government, as well as Railways themselves, could submit all manner of questions relating to railway administration for *opinion* and *advice*."

These two alternatives, gentlemen, seem to me to be indicated in no uncertain terms.

In considering, first, the Small Part, I think we shall do well to recognize frankly that the rules, as drafted by General Strachey, the chairman of the East Indian Railway Board, and accepted by our Boards, are framed not only for the purposes of the Small Part but also so as to negative the inclusion of the Large Part.

All the same I fully recognize the many advantages that would be gained by accepting them straight off. Such a course would save us all a lot of trouble; would save us having to undertake responsibilities.

If we accept them straight away, each one of us would be quite justified in saying "whatever may be my own private opinion as to the wisdom of the rules, I am the servant of the Board and have no business to *express it, but must accept and act* upon the rules."

[illegible]

These considerations as also the fact that when the London Boards accepted General Strachey's draft rules, as they practically did, they had not before them a good deal of the information that we now have before us, *viz.*, the documents I have alluded to and Mr. Robertson's report seems to me to make it our duty to resubmit the case, each of us, to our own Board.

This brings me to the Large Part that I advocate that the Railways should accept.

I again refer to the definition of the Large Part as above quoted from our late President's opening address. I don't think, gentlemen, it is necessary to dilate at any great length on the advantages that would accrue by adopting it, were the association allowed to "take on" the Large Part.

The rock ahead is obviously the question of rates and fares. It is assumed that such [illegible]

Government of *India may please to* introduce; to this must be added the [illegible] in our late President's address which seem to me to indicate [illegible] ·rcise their powers more [illegible] rection in which they will [illegible] be undue competition. [illegible] tition; I think that com- [illegible] real p sition and strength [illegible] while paying for. How- [illegible] ness, we have to face the [illegible] y to be.

Gentlemen, if I take it is inevitable we have to be ruled, surely it is better to be ruled [illegible] the framing of which we have taken the predominant [illegible] a small Railway Board such as [illegible] ·ject the measure of Home Rule [illegible] under the idea that by accepting [illegible] simply disastrous. Gibbon says somewhere—I quote from memory—that the hand that will not grasp the sword will not long retain the sceptre". The quotation is of course a trifle absurd [illegible]

[illegible] the representatives of Companies' railways. I [illegible]

to frame a [illegible] to their masters, the Home Boards.

I [illegible] like the East [illegible] airman of their [illegible] ard.

[illegible] to believe that our Boards, composed as they are of English [illegible] I believe that whatever decision they [illegible] ·each us, *for asking them to reconsider* the matter.

Of course a certain amount of delay will be involved, but it will be small. I think that if the Resolution were accepted it might subsequently be proposed that the decisions of the Boards be considered at a postponed meeting to be held in Calcutta, say in February next. We would then know definitely and finally,—and finality is the great point,—where we stand, whether we had to go in for a Secretary on Rs. 250 or Rs. 2,500, his functions being so entirely dependent on the decision arrived at.

In conclusion I would strongly urge the great importance of the matter. I believe we are at the parting of the ways, and if we take what I believe is the wrong way, I don't think we shall ever get the chance of turning into the right way again.

Mr. C. Beckett also spoke as follows:—

I beg to second the proposal which has been so ably expanded by my friend—Colonel Burn Murdoch. I think it is unnecessary for me at present to add anything to what he has said.

Mr. Beckett was followed by Mr. W. Pendlebury who said :—

I think there is a great deal in what Colonel Burn Murdoch has put before us. In talking over this matter of rates and fares with many of the representatives of the various railways, there has appeared to be a feeling in their minds that their Boards might think that they were not acting loyally and that they might not like their asking them to reconsider the matter. All I have to say is that if it is their conviction that the Companies' interests will not suffer, then they ought to say so and vote for this proposal.

I feel confident that if our Boards of Directors, who are shrewd business men who have had experience of railway working, not only on their own Boards but on those of other railways both in England and India, knew that their representatives had such a feeling they would think that their officers ought to have the courage of their convictions, and let their Directors know what they felt. I should not like, if I were a Director, to have a Manager or Agent who had ideas on certain points, but who did not care to express them simply because they were not the same as those of their Boards. I have had a very long experience of traffic working, and I have no hesitation in stating that I do not believe that if this Association is allowed to deal with questions of disputes as regards through rates and fares that anything will ever be done that will prove to be prejudicial to the interest of any railway in India. Bear in mind that this authority would be exercised by neutral parties, for no one should be allowed to vote who was concerned in the matter in dispute. Also that the questions would be decided by men of experience who are experts in railway traffic matters. I feel sure that the interests of the different Boards could be entrusted to the Association with the greatest safety. Not only would nothing prejudicial be done, but a great deal might be accomplished that would facilitate the working of railways. It is only a question of through rates; no one would, as I understand, interfere with the local rates of any railway company, so that as regards our own rates we would have supreme control.

In asking the representatives to support this proposal, I have to point out that all we ask is for the Directors to reconsider the particular point put forward by Government, and if they are satisfied with the assurance of their executive officers that no harm will result from the adoption of our views, to sanction what we propose. If the Boards do not agree with us then they will say so, and no harm will have been done except to delay the election of the President and permanent Secretary for two or three months.

Resolution No. 3.

The following amendment was proposed by Mr. F. T. Rickards and seconded by Mr. E. W. Stoney :—

That the Indian Railway Conference Association be now and is hereby formed under the rules framed by the Boards of Directors of the Companies' railways in India, and that the latest views of Government be again placed before the Boards for favour of further consideration, with the enquiry whether they desire to reconsider the fundamental rules laid down by them in the direction of—

Firstly,—Empowering the Indian Railway Conference Association to consider and tender advice on questions involving rates which have general applicability, when referred to it by Government.

Secondly,—Extending the scope of its duties to the consideration of questions not directly concerned with traffic matters when referred to it by Government, or by railways, parties to the Association.

In proposing the amendment, Mr. Rickards spoke as follows :—

I am sorry to have to propose an amendment to Colonel Burn Murdoch's proposed Resolution, because, in the first place, I agree with the general aims and objects of his proposal.

I believe most of the representatives of the railways here hold it to be necessary that the views of Government, having been expounded to us should be placed before the Boards, with the object of giving them the opportunity of considering how far the rules, under which they have placed us, need modifications to comply with those views.

The old conference has now been done away with and Colonel Wilson, the President, has resigned. We are met here to create a new conference, and we have been given a set of rules under which we are to form ourselves into a Conference Association.

It seems to me that the proper thing to do is to form a new Association before we begin to discuss any questions concerning, or any alterations of, the rules; otherwise we are not in a position to deal with matters of this kind at all. The Boards have given us certain rules, and I think that we are bound to act upon them; they may alter them if they wish · or we may have good reasons for asking them to alter them hereafter.

As Colonel Burn Murdoch sa
the Board framed the ru
same time Government
take upon that Report.

I do not think we are in a position to assume that Government is going in for the Commission proposed by Mr. Robertson. But as they have asked us to form an Association that might be consulted by Government, I think that the Boards, when the proposals are placed before them, may desire to meet the views of Government in respect to this matter The rules, as framed by the Board, provide that six months' notice shall be given before a question is referred to the new Association. This enables every railway to consult its Board, and the [illegible] Government propose to give this Association are really
ilway will consult its Board

I therefore think that, if we put the Resolution in the form I suggest, we shall secure the same object as is desired by Colonel Burn Murdoch and that we shall be more likely to obtain success.

Mr. Stoney, in seconding the amendment, said :—

I [illegible] It seems to me that the Boards at
having sent definite rules, we can
es in his Resolution to practically

reject these rules [illegible]

Mr. Pendlebury, interrupting, said :—

We do nothing of the kind. I object to this remark. I am sure that no one is more desirous than I am to carry out the wishes of my Directors.

Mr. Stoney continued :—

and postpone forming the Indian Railway Conference Association pending further reference to our Boards. I think therefore that if our suggestions are put before the Boards in the manner in which they are put in this Resolution (by Mr. Rickards) they stand a better chance of being accepted than as proposed in the original Resolution.

Therefore I support the amendment, as I think it is put in a more tactful way than in the original Resolution.

Mr. R. S. Strachey said :—

(First sentence not heard.) Therefore I do not think we could do better than accept the Board's rules as sent out.

Mr. C. Beckett spoke as follows :—

Mr. Chairman and Gentlemen,

As Colonel Burn Murdoch has rightly remarked, we have come to a parting of the ways. What we have practically given us is an option by Government to accept what we may call Home Rule; or if we read between the lines of the late President's opening speech, we lay ourselves open to action being taken by Government to force upon us the views or opinions which they, or any Committee which they may appoint, hold as regards the administration of the railways of which we have charge under our Boards.

They approach us with Home Rule, practically with both hands; they hand it to us and say : "Here you are : we are quite prepared for the railways of India to, so far as may be, assist us and guide us with their opinions in the administration of their charges ; if you don't accept the duties which we now offer you it is quite probable that we shall have to issue orders and instructions which you, under your contracts, are bound to follow."

Here Mr. Beckett was interrupted by Mr. W. A. Dring, who, addressing the Chair on a point of order, said :—

Mr. Chairman,

The proposer and seconder of the Resolution have made their remarks in support of their Resolution, are they not now required merely to reply to the remarks of the proposer and seconder of the amendment ?

The Chairman said :—

Strictly speaking that is so, but I thought the members would like to hear anything Mr. Beckett has to say.

Mr. Beckett continued :—

It has been stated by members here present that the proposal as put before the Association by Colonel Burn Murdoch and seconded by myself seems to indicate a want of loyalty, or apparent loyalty, or insubordination, to our Boards.

There I cannot agree. I take it that our Boards would be only too glad to have any suggestions put before them by their Agents in India as to the action which they may consider necessary for the Boards to take. Personally speaking I hold the view that my Board will be only too glad to have from me any opinions as to what action should be taken in what I may call the "impasse" at which we have arrived. Government ask us to do certain things, to accept a certain rôle, and our Boards not having full knowledge of the present circumstances under which we have put this Resolution, have sent out these Rules, prepared, as Colonel Burn Murdoch pointed out, practically by General Strachey and accepted by the other Boards *en bloc*.

The way I look at the question is that the Boards felt in considering the question put before them that it would be better—in fact, it was necessary—for them to send out to India some proposals in which unanimity was the principal object, and that, failing in that, it would be better to send none, and that, if none were sent, they practically stultified themselves.

Therefore they were prepared to accept any proposal which would gain that object.

We have now received the rules, and under the conditions at present existing I consider, as Colonel Burn Murdoch also did, that it would be better, in place of half measures, to state distinctly and exactly what our opinions are, and, if possible, to carry the Association or Conference with us.

It may be said half measures are better than none. I am of opinion that the Board would be better pleased to get a distinct statement from us as to what we consider to be the proper action to take, than to have sent to them anything in the shape of half measures, that will not assist them in coming to a conclusion, and that in the end they would be grateful to their Agents for attempting to obtain a distinct ruling or opinion from the Conference as to the measures which should be adopted.

With reference to the amendment which has been proposed, as far as I can understand it, it really attempts only half measures, and that is one reason why I now object to the form in which it is put.

Another reason is that it is proposed that the Indian Railway Conference Association be now formed. If we form the Railway Conference Association it is necessary for us to go further and elect a President and Secretary. As our late President,

however, pointed out in his opening speech, *it is practically impossible for us* to do this, as if we undertake only to carry on the Traffic Conference which existed until to-d[illegible] anybody [illegible] we are to [illegible] to take, [illegible] and we s[illegible] shall have to appoint an under-study to that Secretary to carry on the work in case of anything happening to him.

The difference between the two proposals is therefore large. Our duties *towards the Boards are fully protected*, as in the original proposals that were put before us, it was suggested that six months' notice should be given by Government or by any railways, parties to the Association, of any proposal which was to come up for discussion. And, again, three months' notice should be given by the Secretary to the Railways, Members of the Association. In that three months it would [illegible]ir Boards their vie[illegible]y, as to the actio[illegible]e matter came up [illegible] protect-ed. I f[illegible]onsider I show my [illegible]y would have me [illegible]ow come before us.

It has been said that Government have given us absolutely no indication of the action which they propose to take should we decline the splendid offer which they have made us.

With that I cannot agree. Reading between the lines of the printed speech of our late President, I think we can gather distinctly what Government intend to do.

Wha[illegible] They will say "We have made you an offer; [illegible]

We are not satisfied with the way in which the Conference [illegible] [illegible] the Conference has had sufficient powers, nor [illegible] have been sufficient in [illegible]ose to accept the Resolu-[illegible] you do not accept them, you are not bound by them.

"This has led to a certain amount of confusion which we, as the Government of India, [illegible] We, as the senior partners in practice of [illegible] tinct interest in saying what railways [illegible] if you won't form a Consultative or [illegible]ted, to use the powers which we have."

I consider the amendment, as put before us, does not go far enough. What we should do is to give our Boards some basis to work upon, and in the original Resolution it was proposed that a sub-committee should be appointed and should draft certain proposals and rules and accept as far as possible the rules already accepted by the Boards at home.

Then the following conversation took place.

Mr. R. S. Strachey.—Is that in order?

Chairman.—Try and confine your remarks more to the amendment, please, Mr. Beckett.

Mr. C. Beckett.—I would suggest that an addition be made to the amendment.

Chairman.—I think we should take it as it stands.

Mr. C. Beckett.—On the grounds I have stated I oppose the amendment as placed before the Association.

Mr. W. A. Dring.—Mr. Chairman, would it be allowed us, after Mr. Beckett has gone rather beyond the matters contained in the amendment, to make a few remarks in answer to Mr. Beckett.

Chairman.—I am afraid not.

Mr. R. S. Strachey.—I only wish to say that I understood the discussion on the original proposal was over. I would otherwise have been tempted to make a few remarks.

Lieut.-Col. J. Burn Murdoch, R. E., then addressed the meeting as follows :—

I propose, Mr Chairman, to confine my remarks solely and entirely to the amendment. And first of all I must preface them with an acknowledgment of the courtesy with which the mover of the amendment has spoken, and also to express my satisfaction in noting that from the remarks both of the proposer and seconder it seems we are all very much in agreement, as to our ultimate aims.

The idea seems to be that the original proposal was put forward in too crude a form. The proposer of the amendment "in expressing his agreement with the aims and objects of Colonel Burn Murdoch" said he would like to put things in a different way. The seconder expressed the same idea somewhat more forcibly; he said that he thought the Boards had finally settled the matter, and that it would be disloyalty on our part to reject the rules as sent out by them. I entirely disagree with that. I believe the original proposal as put forward is an honest and fair way of putting the thing and moreover is in manner strictly correct.

I don't think I need say anything more than refer to one important and material point referred to by the proposer of the amendment.

He said that as Colonel Wilson had resigned, we must before we could do any business, form a new Association; otherwise he said there would be a sort of *interregnum*. Now, gentlemen, this difficulty can be overcome, and that simply by doing what I hinted at, that is that the final discussion of the Board's orders be held in Calcutta in January next and that in the meantime our late President, Colonel Wilson, be asked to continue as President.

That would mean a couple of months' delay, and during these two months we would be on the same footing as before.

The Chairman, in concluding the discussion, said :—

I think, gentlemen, there is nothing left for me to say. I would simply ask the Association to divide now on the proposals.

The voting was as follows :—

Ayes—55 votes.

	Votes.
Assam-Bengal ry. (R. S. Strachey)	3
Bengal and North-Western, Bengal Central and Bengal Dooars rys. (E. A. Neville)	8
Bombay, Baroda and Central India ry. (W. Harvey)	9
Calcutta Port Commissioners' ry. (W. A. Dring)	1
East Indian ry. (J. Douglas)	10
Great Indian Peninsula ry. (F. T. Rickards)	10
Madras ry. (E. W. Stoney)	7
Rohilkund and Kumaon ry. (J. Robb)	2
South Indian ry. (A. D. G. Shelley)	5

Noes—32 votes.

	Votes.
Bengal-Nagpur ry. (C. Beckett)	7
Jodhpur-Bikaner ry. (W. Home)	3
Nizam's Guaranteed State rys. (W. Pendlebury)	4
Oudh and Rohilkhand and Eastern Bengal State rys. (H. P. Burt)	12
Southern Mahratta ry. (J. Burn Murdoch)	6

[Burma railways (Captain W. A. S. Kincaid, R.E.), North Western railway (Mr. S. Finney) did not vote.]

The amendment *was carried.*

Proposed by Major A. D. G. Shelley, R.E., seconded by Captain W. A. S. Kincaid, R.E. :— Resolution No. 4.

That a sub-committee be formed to consider what modifications in the fundamental rules are necessary in order to give effe . . these suggested modifications, after acc . . . mitted to the Boards individually as m . . . Railway Conference Association, the wi. . .

Major A. D. G. Shelley, R.E., spoke in support of his proposal as follows :—

This proposition is a necessary corollary to the . . . Reference to a sub-comr . . . consideration in full co . . . in a position to decide de . . . asking a sub-committee . . . discharged by the Asso . . . going too far. I think this view is somewhat over-cautious, for the proposals of a sub-committee are binding on no one, and it is always open for the full conference to reject any recommendation of the sub-committee.

The voting was as follows :—

Ayes—100 votes.	Votes.
Bengal and North-Western, Bengal Central and Bengal Dooars rys. (E. A. Neville)	8
Bengal-Nagpur ry. (C. Beckett) . .	7
Bombay, Baroda and Central India ry. (W. Harvey)	9
Burma rys (W. A. S. Kincaid) . .	6
Calcutta Port Commissioners' ry. (W. A. Dring)	1
East Indian ry. (J. Douglas) . .	10
Great Indian Peninsula ry. (F. T. Rickards)	10
Jodhpur-Bikaner ry. (W. Home) .	3
Madras ry. (E. W. Stoney)	7
Nizam's Guaranteed State ry. (W. Pendlebury)	4
North Western ry. (S. Finney) . .	10
Oudh and Rohilkhand and Eastern Bengal State rys. (H. P. Burt) . .	12
Rohilkund and Kumaon ry. (J. Robb) .	2
Southern Mahratta ry. (J. Burn Murdoch)	6
South Indian ry. (A. D. G. Shelley) .	5

Noes—Nil.	Votes.
Nil.	

[Assam-Bengal railway (Mr. R. S. Strachey) did not vote.]

The proposal *was carried.*

The President proposed and it was agreed unanimously that the two sub-committees referred to in Resolutions Nos. 2 and 4 respectively should consist of the following gentlemen :— Resolution No. 5.

Sub-committee referred to in Resolution No 2, (Sub-committee No. 2.)

Mr. E. W. Stoney	*Chairman.*
„ H. P. Burt	*Members.*
„ W. Home	*Members.*
„ R. S. Strachey	*Members.*
„ A. M. Clark	*Secretary.*

Sub-committee referred to in Resolution No. 4, (Sub-committee No. 1.)

Mr. S. Finney	... ...	*Chairman.*
" J. Douglas	... ...	*Members.*
" F. T. Rickards	... ...	
" W. Harvey	... ...	
Lt.-Col. J. Burn Murdoch, R.E.	... ...	
Major A. D. G. Shelley, R.E.	... ...	
Mr. E. A. Neville	... ...	
" C. Beckett	... ...	
" A. W. U. Pope	... ...	*Secretary.*

[Adjourned *sine die* pending receipt of the reports of the sub-committees.]

Wednesday, the 28th October 1903, 14 45 o'clock.

The following were present :—

PRESIDENT :

Manager, North Western railway, S. FINNEY, Esq.

SECRETARY :

Traffic Superintendent, Oudh and Rohilkhand railway, A. W. U. POPE, Esq.

DELEGATES :

Assam-Bengal railway . .	R. S. STRACHEY, Esq	. *Agent.*
Bengal and North-Western railway.	E A. NEVILLE, Esq.	. *Acting Agent.*
Bengal Central railway } *Bengal Dooars railway* } .	E A. NEVILLE, Esq.	. *Acting Agent, Bengal and North-Western railway.*
Bengal-Nagpur railway . .	C. BECKETT, Esq.	. *Acting agent and Chief Engineer*
Bombay, Baroda and Central India railway.	W. HARVEY, Esq.	. *Acting Agent*
Burma railways . . .	CAPT W. A. S. KINCAID, R E.	*Agent.*
Calcutta Port Commissioners' railway.	W A. DRING, Esq	. *A Port Commissioner.*
Eastern Bengal State railway .	H. P. BURT, Esq.	. *Manager, Oudh and Rohilkhand railway.*
East Indian railway . .	J. DOUGLAS, Esq.	. *Agent.*
Great Indian Peninsula railway .	F. T RICKARDS, Esq.	. *Deputy Agent.*
Jodhpur-Bikaner railway . .	W. HOME, Esq.	*Manager*
Madras railway . . .	E. W. STONEY, Esq.	. *Acting Agent and Manager.*
Nizam's Guaranteed State railway	W. PENDLEBURY, Esq.	. *Agent and Manager.*
Oudh and Rohilkhand railway .	H P BURT, Esq.	. *Manager.*
Rohilkund and Kumaon railway .	J. ROBB, Esq	. *Acting Agent and Chief Engineer.*
Southern Mahratta railway .	LT-COL J BURN MURDOCH, R E	*Agent.*
South Indian railway . .	MAJOR A D. G. SHELLEY, R. E.	*Agent.*

The following officers also attended the meeting :—

Bengal and North-Western railway.	J. WALKER, Esq	. *Traffic Manager*
Bengal-Nagpur railway . .	A. M CLARK, Esq	. *Acting Traffic Manager.*
Bombay, Baroda and Central India railway.	C A R CROMMELIN, Esq.	*General Traffic Manager*
Great Indian Peninsula railway .	A. C RUXTON, Esq.	. *Acting General Traffic Manager.*
Madras railway . . .	D ROSS JOHNSON, Esq.	. *Traffic Manager.*
North Western railway . .	BT LT-COL C H COWIE, R.E	*Deputy Manager.*
	C. J KEENE Esq, C I E	*Offg. Traffic Superintendent.*
Southern Mahratta railway .	W. B. WRIGHT, Esq	. *Traffic Manager*
South Indian railway . .	T. J. MCCLOUGHIN, Esq	*Acting Traffic Manager.*

The proceedings of the meetings held on the 26th October 1903 were read and confirmed.

Resolution No. 6.

The proceedings of Sub-committee No. 2 having been submitted by its Chairman, Mr E. W. Stoney, it was unanimously agreed to accept the resolutions therein embodied, *vide* Appendix No. 2.

In presenting the proceedings, Mr. E. W. Stoney spoke as follows:—

1. In presenting to the Conference the report of Sub-committee No. 2, a few words in explanation of the resolutions arrived at seem desirable.

2. The first point for consideration and discussion was by whom should the proposed prizes for essays be given, by Government, or by the Indian Railway Conference Association; as on this depends to a large extent our decisions concerning the value of these prizes, how and by whom the subjects for these should be selected, and by whom the essays should be judged, and those selected for prizes determined.

3. Our proposal that the funds for prizes shall be provided by the Indian Railway Conference Association simplifies working, allows of more elasticity, and the more ready alteration of rules from time to time as may be found necessary.

4. It was considered desirable, at all events at first, to throw the competition for these prizes open to all Railway employés, and not to confine it to officers, with the object of encouraging subordinates to think for themselves, and take an intelligent interest in their work and problems connected therewith.

For similar reasons an age limit has been omitted, as it was considered that senior officers were not likely to compete; their time being fully occupied with every-day duties, while if an age limit were fixed it might possibly bar junior officers and others, who had risen from subordinate positions, and were therefore older than men who began their careers as officers.

5. Our proposals for obtaining suitable subjects for essays will, it is considered, ensure a wide variety to make the final selection from, and will offer, it is hoped, equal opportunities for distinction to the members of each of the four great Railway Departments, Engineering, Traffic, Locomotive and Accounts, to win the prizes offered.

The money value of these has been fixed with a view to make it worth the while of junior officers and clever subordinates to compete, in addition to which is the further incentive that the winners will become specially distinguished, and so marked for early advancement

6. We have proposed leaving the final selection of the eight subjects to the President and the Secretary of the Indian Railway Conference Association with whom will also rest the making of arrangements for judging the essays.

[Adjourned to Thursday, the 29th October 1903, at 14-45 o'clock.]

Thursday, the 29th October 1903, 14-45 o'clock.

The following were present :—

PRESIDENT :

Manager, North Western railway, S. FINNEY, ESQ.

SECRETARY :

Traffic Superintendent, Oudh and Rohilkhand railway, A. W. U. POPE, ESQ.

DELEGATES :

Assam-Bengal railway	R S. STRACHEY, Esq.	*Agent.*
Bengal and North-Western railway.	E. A. NEVILLE, Esq.	*Acting Agent.*
Bengal Central railway / *Bengal Dooars railway*	E. A. NEVILLE, Esq.	*Acting Agent, Bengal and North-Western railway.*
Bengal-Nagpur railway	C. BECKETT, Esq.	*Acting Agent and Chief Engineer.*
Bombay, Baroda and Central India railway.	W. HARVEY, Esq.	*Acting Agent.*
Burma railways	CAPT W. A. S. KINCAID, R.E.	*Agent.*
Calcutta Port Commissioners' railway.	W. A. DRING, Esq.	*A Port Commissioner.*
Eastern Bengal State railway	H. P. BURT, Esq.	*Manager, Oudh and Rohilkhand railway.*
East Indian railway	J. DOUGLAS, Esq.	*Agent.*
Great Indian Peninsula railway	F. T. RICKARDS, Esq.	*Deputy Agent.*
Jodhpur-Bikaner railway	W. HOME, Esq.	*Manager.*
Madras railway	E. W STONEY, Esq.	*Acting Agent and Manager.*
Nizam's Guaranteed State railway.	W. PENDLEBURY, Esq.	*Agent and Manager*
Oudh and Rohilkhand railway	H. P. BURT, Esq.	*Manager.*
Rohilkund and Kumaon railway	J. ROBB, Esq.	*Acting Agent and Chief Engineer.*
Southern Mahratta railway	LT.-COL J. BURN MURDOCH, R E.	*Agent.*
South Indian railway	MAJOR A. D G. SHELLEY, R E.	*Agent.*

The following officers also attended the meeting :—

Bengal and North-Western railway.	J. WALKER, Esq.	*Traffic Manager.*
Bengal-Nagpur	A. M. CLARK, Esq.	*Acting Traffic Manager.*
Bombay, Baroda and Central India railway.	C. A. R. CROMMELIN, Esq.	*General Traffic Manager.*
Great Indian Peninsula railway	A. C RUMBOLL, Esq.	*Acting General Traffic Manager.*
Madras railway	D. ROSS-JOHNSON, Esq.	*Traffic Manager.*
North Western railway	BT. LT.-COL. C. H. COWIE, R.E	*Deputy Manager.*
	C. J. KEENE, Esq., C I.E.	*Offg. Traffic Superintendent.*
Southern Mahratta railway	W. B. WRIGHT, Esq.	*Traffic Manager.*
South Indian railway	T. J. McCLOUGHIN, Esq.	*Acting Traffic Manager*

eedings of the meeting held on the 28th October 1903 were read

Resolution No. 7.

Proposed by Lieutenant-Colonel J. Burn Murdoch, R. E., seconded by Mr. W. Harvey :—

That the proceedings of Sub-committee No. 1 (*vide* Appendix No. 1) be accepted.

Amendment proposed by Mr. F. T. Rickards :—

That the amendment to the preamble and Rule II be rejected and the addition of Clause I (*d*) be accepted.

The amendment was lost, as no seconder offered.

Then Mr. R. S. Strachey spoke as follows :—

Mr. Chairman and Gentlemen,

I have very little doubt there will be practical unanimity in accepting the rules which have been drawn up by the Sub-committee. I don't know whether they represent the views of the Sub-committee.

From the terms of the Resolution it seems to me that these do not necessarily represent the views of anyone here and are merely our expression of what we understand are the wishes of the Government.

My instructions in regard to these rules consist of five lines : I may mention that what I say represents my own views. I was merely told to attend the Conference or send a Delegate.

My whole information regarding the matter which I possess is drawn from papers which are before the Conference.

The rules which the Board have sent out are styled "fundamental rules" and are undoubtedly absolutely clear. What we are now doing is drawing out a second set of fundamental rules ; they are entirely different ; there are new principles introduced. I wish, by the way, to congratulate Colonel Burn Murdoch and Mr. Beckett on having earlier in the Conference stated their views unmistakably.

I am entirely at a loss to understand what views several other lines take.

Omitting the preamble I should like to refer to the first alteration which came before the Sub-committee, namely, the interpretation put on the Board's Rule I (b). It is to the effect that Government has to be the channel of communication between the public and the Conference.

That does not seem to be a sound proposition.

If the Association is to be a strong body, which everybody hopes it will, it will be master of its own policy and when a matter is referred to it will say "no" if it does not wish to discuss it. I think it will only weaken the position of the Conference by requiring that a communication from the public should be made through Government. In my opinion it will give rise to a difficult situation.

Some public body may be interested in a matter and Government may not wish it to be referred to the Conference, at the same time the Conference may wish to have the official opinion of that body conveyed to it without any impetus from the direction of Government.

A matter may be referred through Government. Government may send it to the Conference and the Conference may wish, or not wish, to deal with it. Forwarded through Government, it seems to me that the Conference will have to consider it. Thus Government may press for a formal opinion on some matter or other the public are interested in, the Conference may give its opinion and Government may accept that opinion and reply to the public body. That will close the matter for the time being, but if the matter is of urgent public importance it will be brought up again and Government may then have to give a decision in the matter contrary to the opinion already expressed by the Conference Association.

The public has certain statutory rights and we are the servants of the public; if Government is addressed in a matter the responsibility rests with Government I think the public will not allow the Government to seek the support of the Conference Association in a matter of this kind. It would lead to jealousy on the part of the public of the position of the Conference Association, and its influence will be weakened and it will not command the confidence of the public which it ought to hold.

It seems to me that Government must accept full responsibility in a matter when they are accountable to the public without consulting us.

If the present constitution of Government is not considered satisfactory, the remedy seems to be to constitute a Railway Board, not Mr. Robertson's Board, which is a very drastic affair, as no doubt we all realise.

Mr. Robertson has proposed a Board which is responsible only to the Secretary of State, on the same footing as the Judges in this country; it will not be subject to any influence of the Government of India. The Government of India will only advise the Secretary of State. I do not refer to this Board, but a Board of Government officers which would replace the present administration in the Secretariat.

A B[illegible] at [illegible] ve [illegible]

A Railway Commission has never yet been called up, neither the Boards nor Government wish to see it called up. I am quite sure if the public find that there is an alliance between Government and any Association, a Railway Commission will be called up sooner or later and it will be unsatisfactory for ourselves and Government.

The second matter I refer to is stated in No. I (*d*) of the amended rules. In this the Association may be considered a consultative body, in matters of rates. This in my opinion is the first step in the direction of inviting Government to take a share in the direct administration of Companies' railways.

In important matters of railway working we are bound to refer to the Boards in the first place, and I cannot see how any Board can approve of a system which invites us in such matters to take the initiative in consultation with the Government of India.

The objects of Government ostensibly are control of rates and restriction of competition. *In the early days before minimum rates were fixed the railways were given certain* rates; Government endeavoured to make Railway Companies regard these rates as absolute. It was desired by the companies to reduce rates in certain instances, such as grain, coal, and the same with regard to the 3rd class passenger fares. The Government urged the gravity of financial considerations and the importance to Government of the revenue from railways.

The Secretary of State however would not admit this argument, but brushed aside the financial question and emphatically said that railways were to be allowed to settle their rates by competition. Those rates were henceforth regarded as on the English principle as maxima rates. The Secretary of State thought that self-interest would prevent an unreasonable reduction of rates.

Then the following conversation took place:—

Chairman.—Mr. Strachey, I wish you would confine yourself to the point at issue. This really seems to be a discussion of railway policy.

Mr. Strachey.—It seems necessary to illustrate the grounds on which the Boards have sent us these rules.

Mr. W. Pendlebury.—I don't think we can go into all these questions.

Mr. E A. Neville—I don't think we are making any recommendations to the Boards regarding the rules, there is simply a hypothetical case in question where in certain *circumstances the Boards desire to meet the wishes of* Government and the changes that will be necessary.

Mr. Strachey.—Mr. Beckett gave a long speech on the first occasion and as I did not speak then I should like to say now what I had meant to say.

Chairman.—I don't wish to interrupt you in anything you have to say, but I merely ask you to speak to the point. Will you proceed?

Mr. Strachey continued:—

The Secretary of State both on that occasion and subsequently ruled that financial considerations and the position of Government as the Controller of Railways must not be allowed to affect the principle of competition and that Government should only interfere in extreme cases. Since then minima rates have been fixed. Mr. Robertson has said that railways are to be developed on commercial lines. I do not think Government and *the Railway Association are to be in league to keep up* rates as appears to be the intention.

Both in regard to this matter of rates and *in the other matters before referred to,* Government will have to accept responsibility.

Colonel Burn Murdoch has referred to the sceptre which is being offered to us and urged that we should accept it; it seems to me very much as though the Government of India were asking us to wield the sword in its behalf; whether they really intend to offer the sceptre or not I don't know; the public will insist on the sceptre remaining in the hands of Government, and it seems to me that the usurping of the functions of Government by the Association will be resented by the public and will weaken the position of the Association.

Here Mr. Strachey was interrupted by Mr. Pendlebury who remarked :—

This is only your opinion.

Mr. Strachey then continued :—

In conclusion I will only say that I am animated in my remarks by no antagonistic spirit towards Government. I recognize the excellent work done by Government in the matter of railways. The Association should be formed to recognize the responsibility of the Boards, the interest of the share-holders and the claims of the public and to act in sympathy with the Government as far as the conditions permit.

Recollect at the last Conference in Calcutta there was a great matter of principle under discussion in Committee of the full Conference for several days; on the day the matter was decided in full Conference, delegates for the most part went round and reversed the principle which had been settled almost unanimously by the Committee.

I hope some members of the Committee will consider this incident and be inclined to regard it as a desirable precedent.

Lieutenant-Colonel J. Burn Murdoch, R.E., remarked :—

I would like to correct what I think is a misunderstanding on the part of Mr. Strachey. I think he said that the Boards would not like matters being settled out here by their Agents without reference.

Mr. Strachey.—I said discussion with the Government of India before being discussed by their Boards at home.

Lieutenant-Colonel J. Burn Murdoch, R.E., continued :—

Mr. Strachey is afraid that the Boards will resent a procedure which would allow of matters being discussed between the Association and Government before the Boards have had their say. Mr. Strachey has probably not had time to go into our suggested Rule II which says "Any railway may claim, if it considers it necessary, sufficient notice to enable it to refer the question to its Board."

Then Mr. J. Douglas added :—

After the lengthy remarks you have listened to I am sorry to trouble you with any more. I think, however, there is some misapprehension that can be removed.

I understand that so far what has been done is to form the new Association with the rules as accepted in England as defining its functions. Further we have put forward certain suggestions for the consideratoin of our Boards.

It seems to me that what we have done is in no way whatever opposed to the apparent objections which are being taken. The rules sent out to us have been accepted for the guidance of the Association, and we shall continue to act upon them until they are altered by proper authority.

In view of all the circumstances we had to consider, it is, I think, impossible that we could do less than we have done and that it only remains now for us to accept the recommendations of the Sub-committee.

Mr. W. Harvey terminated the discussion by saying :—

I would wish to draw attention to the fact that, when bringing forward Resolution 2 of Sub-committee No. 1, I spoke almost exactly in the words of Mr. Douglas that I did not wish in any way to alter the rules given us by the Board, but that my suggestion was, and any votes I might give would be simply with the view of indicating how the suggestions of Government might be embodied in the rules of the Board.

The original proposal was then voted on :—

Ayes—90 votes.	Votes.	*Noes—3 votes.*	Votes.
Bengal and North-Western, Bengal Central and Bengal Dooars rys. (E. A. Neville)	8	Assam-Bengal ry. (R. S. Strachey)	3
Bengal-Nagpur ry. (C. Beckett)	7		
Bombay, Baroda and Central India ry. (W. Harvey)	9		
Burma rys. (W. A. S. Kincaid)	6		
Calcutta Port Commissioners' ry. (W. A. Dring)	1		
East Indian ry. (J. Douglas)	10		
Jodhpur-Bickaner ry. (W. Home)	3		
Madras ry. (E W. Stoney)	7		
Nizam's Guaranteed State rys (W. Pendlebury)	4		
North Western ry. (S Finney)	10		
Oudh and Rohilkhand and Eastern Bengal State rys. (H. P. Burt)	12		
Rohilkund and Kumaon ry. (J Robb)	2		
Southern Mahratta ry. (J. Burn Murdoch)	6		
South Indian ry. (A. D. G. Shelley)	5		

[Great Indian Peninsula railway (Mr. F. T. Rickards) did not vote].

The original proposal *was carried.*

Proposed by Mr. W. Pendlebury, seconded by Mr. J. Douglas :— Resolution No. 8

That there shall be an annual general meeting of the Association at such date and place as may be decided upon at the previous meeting. Special meetings of the Association may be called by the Secretary on receipt of a requisition signed by 6 members having collectively not less than 30 votes.

The proposal *was carried unanimously.*

Proposed by Mr. W. Pendlebury, seconded by Lieutenant-Colonel J. Burn Murdoch, R. E.— Resolution No. 9.

That a meeting of the Association be held in Calcutta on Monday, the first day of February 1904, to take such further action as may be required by the decisions come to by the various Boards.

The proposal *was carried unanimously.*

Proposed by Lieutenant-Colonel J. Burn Murdoch, R. E., seconded by Mr. C. Beckett :— Resolution No. 10.

That, in submitting for the consideration of the Boards the alterations thought necessary to meet the wishes of Government, it be respectfully suggested that any alterations and improvements in matters of detail might be dealt with by the next meeting of the Association.

The voting was as follows :—

Ayes—47 votes.	Votes.	*Noes—Nil.*	Votes.
Bengal and North-Western, Bengal Central and Bengal Dooars rys. (E. A. Neville)	8		
Bengal-Nagpur ry. (C. Beckett) .	7		
Bombay, Baroda and Central India ry. (W. Harvey)	9		
Burma rys. (W. A. S. Kincaid) . .	6	*Nil.*	
Nizam's Guaranteed State rys. (W. Pendlebury)	4		
Rohilkund and Kumaon ry. (J. Robb) .	2		
Southern Mahratta ry. (J. Burn Murdoch)	6		
South Indian ry. (A. D. G. Shelley) .	5		

[Assam-Bengal railway (Mr. R. S. Strachey), Calcutta Port Commissioners' railway (Mr. W. A. Dring), East Indian railway (Mr. J. Douglas), Great Indian Peninsula railway (Mr. F. T. Rickards), Jodhpur-Bikaner railway (Mr. W. Home), Madras railway (Mr. E. W. Stoney), North Western railway (Mr. S. Finney), Oudh and Rohilkhand and Eastern Bengal State railways (Mr. H. P. Burt) did not vote].

The proposal *was carried.*

Resolution No 11.

Proposed by Mr. H. P. Burt, seconded by Mr. W. Pendlebury :—

That a cordial vote of thanks be given to Mr. H. S. Harington, Agent and Chief Engineer, Kalka-Simla railway, for the kind and comfortable arrangements made by him for the transport, up and down, of the delegates.

Carried unanimously.

Resolution No. 12.

Proposed by Mr. F. T. Rickards, seconded by Mr. J. Douglas :—

That in accordance with paragraph 2 of the preamble to the Rules we proceed to elect a President from the representatives of the Administrations comprising the Association, and that for the coming year Mr. S. Finney, Manager, North Western railway, be elected President, and that Government be asked to allow Mr. A. R. Jacobson, Officiating Under Secretary, Government of India, Public Works Department, Railways, to act as temporary Secretary on an allowance of Rs. 250 per mensem to be paid by the Association.

Carried unanimously.

[Adjourned to Friday, the 30th October 1903, at 12 o'clock.]

Friday, the 30th October 1903, 12 o'clock.

The following were present:—

PRESIDENT:

Manager, North Western railway, S. FINNEY, Esq.

SECRETARY:

Traffic Superintendent, Oudh and Rohilkhand railway, A. W. U. POPE, Esq.

DELEGATES·

Assam-Bengal railway . .	R. S. STRACHEY, Esq. .	*Agent.*
Bengal and North-Western railway.	E. A. NEVILLE, Esq. .	*Acting Agent.*
Bengal Central railway } *Bengal Dooars railway* } . .	E. A. NEVILLE, Esq. .	*Acting Agent, Bengal and North-Western railway.*
Bengal-Nagpur railway . .	C. BECKETT, Esq. . .	*Acting Agent and Chief Engineer.*
Bombay, Baroda and Central India railway.	W. HARVEY, Esq. . .	*Acting Agent.*
Burma railways	CAPT. W. A. S. KINCAID, R.E.	*Agent.*
Calcutta Port Commissioners' railway.	W. A. DRING, Esq. . .	*A Port Commissioner*
Eastern Bengal State railway .	H. P. BURT, Esq. . .	*Manager, Oudh and Rohilkhand railway.*
East Indian railway . . .	J. DOUGLAS, Esq. . .	*Agent.*
Great Indian Peninsula railway .	F. T. RICKARDS, Esq .	*Deputy Agent.*
Jodhpur-Bikaner railway . .	W. HOME, Esq. . .	*Manager*
Madras railway	E. W. STONEY, Esq. . .	*Acting Agent and Manager.*
Nizam's Guaranteed State railway.	W. PENDLEBURY, Esq. .	*Agent and Manager.*
Oudh and Rohilkhand railway .	H. P. BURT, Esq. . .	*Manager.*
Rohilkund and Kumaon railway .	J. ROBB, Esq. . . .	*Acting Agent and Chief Engineer.*
Southern Mahratta railway . .	LT.-COL. J. BURN MURDOCH, R.E.	*Agent.*
South Indian railway . . .	MAJOR A. D. G. SHELLEY, R.E.	*Agent.*

The following officers also attended the meeting:—

Bengal and North-Western railway.	J. WALKER, Esq .	*Traffic Manager.*
Bengal-Nagpur railway . .	A. M. CLARK, Esq. .	*Acting Traffic Manager*
Bombay, Baroda and Central India railway.	C. A. R. CROMMELIN, Esq.	*General Traffic Manager.*
Great Indian Peninsula railway .	A. C. RUMBOLL, Esq. .	*Acting General Traffic Manager.*
Madras railway . . .	D. ROSS-JOHNSON, Esq. .	*Traffic Manager.*
North Western railway . .	BT. LT.-COL. C H COWIE, R E.	*Deputy Manager.*
	C J. KEENE, Esq , C.I.E.	*Offg. Traffic Superintendent.*
Southern Mahratta railway .	W. B WRIGHT, Esq. .	*Traffic Manager.*
South Indian railway . .	T. J. McCLOUGHIN, Esq .	*Acting Traffic Manager.*

The proceedings of the meeting held on the 29th October 1903 were read and confirmed.

Resolution No. 13.

Proposed by Mr. W. Pendlebury, seconded by Mr. E. A. Neville :—

That a bonus of Rs. 100 be given to Babu S. C. Lahiri in charge of the printing work of the Association for the efficient manner in which he has performed his duties, and the President be authorised to expend such sums as he sees necessary for office expenditure and other contingencies, such expenditure to be passed at the next meeting of the Association.

Carried unanimously.

The President then stated that he would submit to Government the Proceedings of the Association and ask for their approval to the alterations in the rules as printed in the annexure to Appendix 1 and draw their particular attention to Resolution No. 10 in which reference is made to the views of Government regarding them.

No dissent.

Resolution No. 14.

Proposed by Mr. J. Douglas, seconded by Lieutenant-Colonel J. Burn Murdoch, R E. :—

That a cordial vote of thanks be accorded to Mr. S. Finney, the Chairman, and to Mr. A. W. U. Pope, the Secretary, for the very able and efficient manner in which they have conducted the duties of the meeting.

Carried unanimously amid applause.

In proposing the vote of thanks, Mr. Douglas spoke as follows :—

Gentlemen, I ask you to accord a very cordial vote of thanks to Mr. Finney, our Chairman, and to Mr. Pope, the Secretary, for the very able and efficient manner in which they have conducted the duties of the meeting (Hear, Hear).

I would like to add that I think we are to be congratulated in the appointment of an Officer of Mr. Finney's wide experience and ability as President of the new Association (Hear, Hear).

The Chairman, in replying to the vote of thanks, said :—

Gentlemen, I beg to thank you on behalf of Mr. Pope and myself for the Resolution which you have just accepted and also for the trouble you have taken in coming here and for the attention you have given to the subjects dealt with; they are few in number, but the importance of some of them appears to me to be considerable.

Colonel Wilson has dealt at length with the question of the extension of the powers of the Conference, and I feel sure that the proposals and suggestions which we are sending home will receive adequate and, I trust, sympathetic consideration at the hands of the Boards (Hear, Hear).

With these remarks, Gentlemen, I will bring the proceedings to an end.

A. W. U. POPE,
Secretary.

S. FINNEY,
Chairman.

APPENDICES.

APPENDIX No. 1.

Vide Resolutions Nos. 4 and 5 of the Meeting of the Indian Railway Conference Association held on the 26th October 1903.

Proceedings of Sub-Committee No 1 held on the 27th, 28th and 29th October 1903.

1st meeting at 11 A. M, on the 27th October 1903.

With reference to Resolutions Nos 3, 4 and 5 of the meeting of the Indian Railway Conference Association held on the 26th October 1903, the Sub-Committee met at 11 A M.

All the members were present.

The following officers also attended :—

Bt.-Lieutenant-Colonel C. H. Cowie, R E.

Mr. A. C. Rumboll.

„ C. A. R. Crommelin.

„ J. Walker.

„ T. J. McCloughin.

„ W. A. Dring.

„ W. B. Wright.

After discussion it was decided to read the rules and discuss them *seriatim.*

Mr A. W. U. Pope, the Secretary, proceeded to read the rules.

Preamble.—Consideration postponed.

Rule I (*a*).—Proposed by Mr. F. T. Rickards and seconded by Mr. J. Douglas :—

That no alteration to Rule I (*a*) is needed in order to meet the wishes of Government.

Amendment proposed by Mr. W. Harvey and seconded by Lieutenant-Colonel J. Burn Murdoch, R.E. :— Resolution No. 1.

That all the words after the word "administration" in line 6 be omitted.

The amendment was voted on :—

Ayes.		*Noes.*	
Mr. C. Beckett	1	Mr. E. A. Neville	1
Mr. W. Harvey	1	Mr. J. Douglas	1
Lieut.-Col. J. Burn Murdoch, R E.	1	Mr. F. T. Rickards	1
	3	Mr. S. Finney	1
		Major A. D. G. Shelley, R.E.	1
			5

The amendment *was lost.*

The original proposal was then voted on :—

Ayes.		*Noes.*	
Mr. E. A. Neville	1	Mr. C. Beckett	1
Mr. J. Douglas	1	Mr. W. Harvey	1
Mr. F. T. Rickards	1	Lieut.-Col. J. Burn Murdoch, R.E.	1
Mr. S. Finney	1		3
Major A. D. G. Shelley, R.E.	1		
	5		

The original proposal *was carried.*

Resolution No. 2.

Rule I (b).—Proposed by Mr. W. Harvey and seconded by Major A. D. G. Shelley, R.E. :—

That no alteration is needed to Rule I (*b*) to give effect to the wishes of Government, it being understood that public bodies are not precluded from referring to the Association through Government.

The proposal *was voted on and carried unanimously.*

Resolution No. 3.

Rule I (c).—Proposed by Mr. J. Douglas and seconded by Mr. F. T. Rickards :—

That Rule I (*c*) stand and that the following be suggested as an addition as Rule I (*d*) :—

Similarly, at the instance of Government, the Association may consider any questions involving rates which have general applicability and tender advice to Government regarding the same.

The proposal *was carried unanimously.*

Mr. S. Finney drew the attention of the Committee to the instructions of the Association contained in the second part of Resolution No. 3 and pointed out the necessity for provision being made for the same in the rules.

Mr. F. T. Rickards stated that, with reference to Mr. Finney's remark, he would suggest for the consideration of the Sub-Committee that the preamable to Rule I and Rule I (*b*) sufficiently provide for the requirements of Government as indicated in Resolution No. 3 passed yesterday, the words "management of traffic interchanged between railways" being sufficiently all-embracing to include such matters as are indicated in paragraph 6 of Colonel Wilson's address.

Resolution No. 4.

Lieutenant-Colonel J. Burn Murdoch, R.E., then proposed and Major A. D. G. Shelley, R.E., seconded :—

That the 2nd part of Resolution No. 3 be met by a new Rule II worded as follows :—

The Association should also undertake the functions of a Consultative Committee to which Government as well as railways, parties to the Association, could submit questions relating to railway administration for opinion and advice, and in submitting such opinion and advice the proceedings leading up to the conclusion come to may also be enclosed. Any railway may claim, if it considers it necessary, sufficient notice to enable it to refer the question to its Board.

The proposal was voted on:—

Ayes.

Mr. E. A. Neville	1
Mr C. Beckett	1
Mr. W. Harvey	1
Mr S. Finney	1
Lieut.-Col. J. Burn Murdoch, R. E	1
Major A D. G. Shelley, R. E.	1
	6

[Mr. J. Douglas and Mr. F. T. Rickards did not vote]
The proposal *was carried.*

It was unanimously agreed that Rule II be Rule III. Resolution No 5

It was unanimously agreed that no alteration to give effect to the wishes of Government is needed to Rule II (*a*) and (*b*) which become III (*a*) and (*b*) respectively. Resolution No. 6.

It was unanimously agreed that no alteration to give effect to the wishes of Government is needed to Rule III (*a*), (*b*) and (*c*) which become IV (*a*), (*b*) and (*c*) respectively, IV, which becomes V, V which becomes VI, VI which becomes VII, VII which becomes VIII, VIII which becomes IX Resolution No. 7.

It was unanimously agreed that the rules* as proposed for revision by these resolutions be printed and circulated to the members of the Committee, the rules being printed on one half of the page and the proposed alterations on the other half of the page. Resolution No 8.

* *Vide* Annexure to this Appendix.

2nd meeting at 3 p.m., on the 28th October 1903.

Those present were the same as in the meeting held at 11 a.m.

The preamble to the Rules adopted by the Boards having been read, it was proposed by Lieutenant-Colonel J. Burn Murdoch, R.E., and seconded by Mr. C. Beckett:— Resolution No. 9.

[illegible] words "The Association [illegible] omitted and the following [illegible]

Subject [illegible] is constituted to frame or [illegible] erchanged between railways, [illegible] e Committee and as a Board [illegible]

The Resolution was voted on—

Ayes.		*Noes.*	
Mr. W. Harvey	1		
Lieut.-Col. J. Burn Murdoch, R.E.	1		
Major A. D. G. Shelly, R.E.	1	Mr. F. T. Rickards	1
Mr S. Finney	1		1
Mr C Beckett	1		
	5		

[Mr. J. Douglas and Mr. E. A. Neville did not vote.]
The Resolution *was carried.*

The Chairman then read the following extract from paragraphs 3 and 4 of letter No. 61, dated the 2nd September 1903, from Colonel G. F. Wilson, R.E., President of Railway Conference (Appendix I of the Proceedings of the Railway Conference held on the 26th October 1903):—

"3. * * * It seems essential for the Association to be so organized as to have separate sub-committees composed of experts in each department of the railway, *viz.*, Audit, Engineering, Locomotive and Traffic. Questions which are now referred to the present Locomotive Committee would be dealt with by the Locomotive Sub-committee of the Association. Similarly, questions relating to other Departments would be considered by the sub-committee interested.

4. Among the questions which are now pending, and which in due course will be placed before the Association, are—

(i) the introduction of large-capacity stock;

(ii) the standardisation of locomotives;

(iii) the establishment of a central clearing house;

(iv) the revision of the General Rules for working railways."

The Chairman proposed to record this extract and to note that the Sub-committee were of opinion that it was inadvisable to take action in the matter until the views of the Boards regarding the revised rules were received.

Mr. F. T. Rickards then spoke as follows :—

If this question is put before the Boards in the above form, my belief is that, without further explanation, they will not understand for what purpose such Sub-Committees are to be appointed.

In past Conferences sub-committees have been appointed to frame proposals on special subjects; but what sort of sub-committees are intended by Government, and what questions are to be referred to them I do not know. For instance, take the question of the revision of the general rules, in which both Locomotive and Engineering officers are concerned; I presume that, when that subject is to be discussed, Locomotive and Engineer officers would be brought up by members of the Association to advise on those portions of the subject under reference which affect their Departments.

With regard to the establishment of a Central Clearing House, which is to some extent a traffic question, I presume it would be necessary for the Association to seek the advice of Audit officers. What the special sub-committees of Audit, Engineering, Locomotive and Traffic officers are for, I do not comprehend, and I believe the Boards do not quite understand how far-reaching this proposal is.

Without further explanation I do not think that the forwarding of this extract to the Boards would do much good.

As regards the standardisation of locomotives, we know that the Consulting Engineers at home have been going into this question largely, and I believe we are to get some report on the subject before very long.

Brevet Colonel W. V. Constable, R.E., in his letter to Colonel G. F. Wilson, R.E., which is printed as Appendix VI to the Proceedings of Railway Conference held on 26th October 1903, says that "standardisation" means "stagnation"; I agree with him that at present this would be so. At this moment, when we are considering the question of heavier engines and such matters, I think it is premature for the Association to consider the question of standardisation of locomotives.

Resolution No. 10. Lieutenant-Colonel J. Burn Murdoch, R.E., proposed, and Mr. C. Beckett seconded:—

That the Chairman's suggestion be accepted and Mr. Rickards' remarks be recorded.

The proposal *was carried unanimously.*

Resolution No. 11. Lieutenant-Colonel J. Burn Murdoch, R.E., proposed and Mr. C. Beckett seconded :—

That the proceedings of the Sub-committee be submitted, on confirmation, to the full Association for acceptance.

Carried unanimously.

3rd meeting at 2·45 P.M., on the 29th October 1903.

Those present were the same as in the meeting held on the 28th October 1903.

Proposed by Lieutenant-Colonel J. Burn Murdoch, R.E., seconded by Mr. C. Beckett:— Resolution No. 12.

That the proceedings of the previous meetings held on the 27th and 28th October 1903, be confirmed.

The proposal *was carried unanimously.*

The proceedings were confirmed at the 3rd meeting on the 29th October 1903, at 2-45 P.M., and submitted to the Indian Railway Conference Association for acceptance.

A. W. U. POPE, *Secretary.*

S. FINNEY, *Chairman.*

ANNEXURE TO APPENDIX No. 1.

Rules of the Indian Railway Conference Association.

Rules as passed by the Home Boards.	Alterations and additions suggested for the consideration of the Boards.
The Indian Railway Conference Association, hereinafter designated the Association, shall consist of all Railway Administrations in British India that intimate their desire to join it, each of whom shall be represented at its meetings by one delegate.	No alteration.
It shall elect annually a President from the representatives of the Administrations composing it, and may appoint a paid Secretary and necessary office establishment on terms to be settled by a majority of votes.	Ditto.
The Association is constituted to frame, in the manner hereinafter prescribed, regulations for the management of traffic interchanged between the railways represented in the Association, subject to the following fundamental rules :—	Subject to the following fundamental rules, the Association is constituted to frame or modify regulations for the *management* of traffic interchanged between railways, parties to the Association, and to act as a Consultative Committee and *as a* Board of Arbitration.
I.—(*a*) The Association may frame regulations for the management of the administrative details of traffic interchanged between the railways represented in the Association—for which it shall be agreed that the practice of Indian railways should be uniform—including the fixing of charges for transhipment, use and misuse of vehicles, demurrage, etc., but such regulations shall not extend to the fixing of rates or fares or any matters of internal administration which shall remain under the complete and exclusive control of the several railways represented in the Association.	No alteration.
(*b*) The Association may consider at the instance of Government, or of any railways represented in the Association, questions of railway management affecting the mutual relations between the railways themselves, and also between the railways and the Government, such questions not involving matters falling within the provisions of their respective contracts with the Secretary of State.	Ditto.
(*c*) Any of the members of the Association may submit for consideration proposals relating to rates and fares, including the division of through rates, designed to take effect on railways represented in the Association; but any opinion of the Association which shall be recorded, and any regulation made, shall become operative on such a proposal only so far as it shall be agreed to by the representatives of those railways to which it would apply, and on an agreement being thus come to, it shall be binding on the consenting railways.	Ditto.

Rules as passed by the Home Boards.	Alterations and additions suggested for the consideration of the Boards.
	(*d*) Similarly, at the instance of Government, the Association may consider any questions involving rates which have general applicability and tender advice to Government regarding the same.
	II.—The Association should also undertake the functions of a Consultative Committee to which Government as well as railways, parties to the Association, could submit questions relating to railway administration for opinion and advice, and in submitting such opinion and advice the proceedings leading up to the conclusion come to may also be enclosed. Any railway may claim, if it considers it necessary, sufficient notice to enable it to refer the question to its Board.
II.—(*a*) The Association may act as a Board of Conciliation, under regulations to be made by it for the appointment of an Arbitrator or Committee of Arbitration, for the settlement of differences that shall arise between railways represented in the Association on matters governed by the regulations of the Association, or relating to obligations by which any such railway is bound, under the provisions of Rule I, clause (*c*).	Becomes III (*a*).
(*b*) The Association may also act, under similar regulations, as a Board of Conciliation on any other matters when so desired by any of the parties interested in such settlement.	” III (*b*).
III.—(*a*) Not less than six months' previous notice must be given in writing to the Secretary of the Association, and not less than three months' previous notice by the Secretary of the Association to the members before any proposal under Rule I is submitted to the Association for consideration.	” IV (*a*).
(*b*) For the consideration of all questions falling within the scope of Rule I, two-thirds of the railways represented in the Association shall form a quorum.	” IV (*b*).
(*c*) The Secretary of the Association shall communicate to the Agents or Managers of all railways represented in the Association, at their usual residence in India, all notice of matters to be brought before the Association at such time as will ensure the prescrib-	” IV (*c*).

Rules as passed by the Home Boards.	Alterations and additions suggested for the consideration of the Boards.
IV.—The voting power of the railways represented in the Association shall be calculated on the basis agreed to at the last Railway Conference in 1900. The conditions of Rules III (*a*) and (*b*) shall apply to all proposals for modifying the voting power of all railways, as well as for fixing such power in the event of an additional railway joining the Association.	Becomes V.
V.—A majority of not less than three-fourths of the total number of votes of the railways present at any meeting of the Association shall be requisite for the alteration of, or addition to, any regulations of the Association.	" VI.
VI.—Any railway represented in the Association may, twelve months after giving notice in writing to the Secretary of the Association of its intention so to do, withdraw from the Association, or withdraw its assent after such notice to any regulation that has been twelve months in operation, and thereafter such regulation shall no longer be binding on it.	" VII.
VII.—The necessary expenses of the Association shall be borne by Railway Administrations represented in the Association in the same proportions as their respective voting powers.	" VIII.
VIII.—The regulations of the Railway Conference, as revised at their meeting in 1900, shall be regarded as regulations of the Association until or so far as any of them shall have been modified under the provisions of these rules.	" IX.

APPENDIX No. 2.

Vide RESOLUTIONS NOS. 2 AND 5 OF THE MEETING OF THE RAILWAY CONFERENCE ASSOCIATION HELD ON THE 26TH OCTOBER 1903.

Proceedings of Sub-committee No 2, held on the 27th and 28th October 1903.

PRESENT :

MR. E. W. STONEY *(Chairman)*.
MR. H. P. BURT.
MR. W. HOME.
MR. R. S. STRACHEY.
MR. A. M. CLARK *(Secretary)*.

1. Resolved that it is desirable to encourage the study of Indian railway problems by awarding annual prizes for the best essays to be submitted by any member of the staff on the several railways in this country, members of the Indian Railway Conference Association.

2. Resolved that it is not considered necessary to fix any age limit, as it is considered probable that senior officers, who have other opportunities of expressing their views, will not compete.

3. Resolved that funds should be provided at the expense of the Indian Railway Conference Association for the following prizes :—

			Rs.	
1st prize	...	...	300	and a silver medal.
2nd „	...	...	200	and a bronze medal.
3rd „	...	...	100	

4. Resolved that it shall be left to the Agents and Managers of the railways comprised in the Association to submit annually to the Secretary of the Indian Railway Conference Association a list of eight subjects, two each concerning the following :—

(*a*) Traffic working;

(*b*) Locomotives, Machinery and Rolling Stock;

(*c*) Engineering;

(*d*) Accounts.

From the combined lists the President and Secretary of the Indian Railway Conference Association shall make a final selection of eight subjects, two from each of the above on which essays shall be invited.

[illegible] Indian Railway [illegible] nsider neces- [illegible]

The proceedings of the Sub-committee were confirmed on the 28th October 1903, and it was unanimously resolved to submit them to the Indian Railway Conference Association for adoption.

A. M. CLARK, *Secretary.*

E. W. STONEY, *Chairman.*

28th October 1903.

RAILWAY CONFERENCE, 1903.

Proceedings of the Conference of Railway Delegates assembled at Simla on Monday, the 26th October 1903.

Monday, the 26th October 1903, 11 a.m.

The following were present:—

PRESIDENT:

Director of Railway Traffic. COL. G. F. WILSON, R.E.

SECRETARY:

Offg. Under Secretary, Railway Traffic. A. R. JACOBSON, ESQ.

DELEGATES:

Assam-Bengal railway	R. S. STRACHEY, Esq.	*Agent.*
Bengal and North-Western railway.	E. A. NEVILLE, Esq.	*Acting Agent.*
*Bengal Central railway** *Bengal Dooars railway**	E. A. NEVILLE, Esq.	*Acting Agent, Bengal and North-Western railway.*
Bengal-Nagpur railway	C. BECKETT, Esq.	*Acting Agent and Chief Engineer.*
Bombay, Baroda and Central India railway.	W. HARVEY, Esq	*Acting Agent.*
Burma railways	CAPT W. A. S. KINCAID, R E.	*Agent.*
*Calcutta Port Commissioners' railway.**	W. A. DRING, Esq.	*A Port Commissioner.*
*Eastern Bengal State railway**	H. P. BURT, Esq.	*Manager, Oudh and Rohilkhand railway*
East Indian railway	J. DOUGLAS, Esq.	*Agent.*
Great Indian Peninsula railway	F. T RICKARDS, Esq.	*Deputy Agent*
Jodhpur-Bikaner railway	W. HOME, Esq.	*Manager.*
Madras railway	E. W. STONEY, Esq.	*Acting Agent and Manager.*
Nizam's Guaranteed State railway.	W. PENDLEBURY, Esq.	*Agent and Manager.*
North Western railway	S. FINNEY, Esq.	*Manager.*
Oudh and Rohilkhand railway	H P BURT, Esq.	*Manager.*
Rohilkund and Kumaon railway	J. ROBB, Esq.	*Acting Agent and Chief Engineer.*
Southern Mahratta railway	LT.-COL. J. BURN MURDOCH, R.E.	*Agent.*
South Indian railway	MAJOR A. D. G. SHELLEY, R.E.	*Agent.*

The following officers also attended the meeting:—

Bengal and North-Western railway.	J. WALKER, Esq.	*Traffic Manager.*
Bengal-Nagpur railway	A. M. CLARK, Esq.	*Acting Traffic Manager.*
Bombay, Baroda and Central India railway.	C. A. R. CROMMELIN, Esq.	*General Traffic Manager.*
Great Indian Peninsula railway	A. C. RUMBOLL, Esq.	*Acting General Traffic Manager.*
Madras railway	D. ROSS-JOHNSON, Esq.	*Traffic Manager.*
North Western railway	Bt. LT.-COL. C. H. COWIE, R.E.	*Deputy Manager.*
	C. J. KEENE, Esq., C. I. E.	*Offg. Traffic Superintendent.*
Oudh and Rohilkhand railway	A. W. U. POPE, Esq.	*Traffic Superintendent.*
Southern Mahratta railway	W. B. WRIGHT, Esq.	*Traffic Manager.*
South Indian railway	T. J. MCCLOUGHIN, Esq.	*Acting Traffic Manager.*

* *Vide* Appendix VII.

The President, in opening the proceedings, spoke as follows :—

GENTLEMEN,

The present meeting has been convened in response to my Conference letter* No. 61, dated the 2nd September 1903, for the twofold purpose of giving me the opportunity of laying down the reins of office and enabling you to undertake the duty of inaugurating the new INDIAN RAILWAY CONFERENCE ASSOCIATION, which is about to take the place of the old Railway Traffic Conference, and to appoint a President and a Secretary in connection therewith.

* Appendix I.

2. It is not proposed to ask you at this meeting to discuss any other questions than the above, with the exception of one small matter—"The encouragement of the study of Indian railway problems," which, at the request of the Secretary to Government, has been placed on the agenda with a view to eliciting an expression of your opinion as to whether there would be any advantage in establishing amongst the superior staff of the railways in this country, either collectively or individually, a competition similar to that† instituted on the Great Northern railway at Home in order to encourage a study of the various railway problems which are constantly presenting themselves.

† Appendix II.

3. Although the business to be transacted at this meeting is to be confined to merely the formation of the new Association, and the views held by Government of the proper functions of this newly formed body are contained in my Conference letter No. 61, still there are one or two points not brought forward in that letter regarding which, with your permission, I should like to say something.

4. I have had a statement‡ prepared shewing in juxtaposition, (i) the proposals as accepted by the 1902 Conference, (ii) the proposals which were made by the President in submitting to Government the proceedings of the Conference of 1902 for the formation of a permanent conference independent of Government, with a paid Secretary and a President elected by yourselves, and (iii) the proposals as revised and finally accepted by the London Boards of the Indian railway companies.

‡ Appendix III.

You will remember that I suggested at the 1902 Conference—

"the advisability of the Boards of all the Indian railways in London holding a small conference amongst themselves to decide what suggestions, if any, they should make as a body in regard to the proceedings of this (the 1902) Conference, and thus obviate the difficulties that would arise from each Board having possibly a few remarks to make about points of minor importance which would make it difficult hereafter to come to any unanimous settlement out here."

The suggestion was adopted and the revised proposals of the London Boards are given in column 3 of the statement, besides forming an enclosure to Railway Conference Memorandum No. 62 of the 2nd September last.

What I wish to confine my remarks to now are the main points of difference between the proposals as framed by the 1902 Conference and as accepted by the Boards.

5. The first point to notice is that, while the delegates attending the 1902 Conference proposed that the new "Association" (as the London Boards have decided to call it) should be empowered to consider all questions including questions of through *rates and fares*, referred to it by Government, railways parties to the Association, or public bodies, the London Boards propose that—

"*only Members of the Association* may submit for consideration proposals relating to rates and fares * * *, but that any opinion of the Association which shall be recorded, and any regulation made, shall become operative on such a proposal only so far as it shall be agreed to by the representatives of those railways to which it would apply."

So far as Government is concerned it is suggested that the Association may consider at their instance—

"questions of railway management affecting the mutual relations between the railways themselves, and also between the railways and the Government, such questions not involving matters falling within the provisions of their respective contracts with the Secretary of State."

It will thus be observed that while the Boards exclude the submission by Government for the opinion of the Association questions of specific through

rates and fares, tl [illegible] questions as maxima and minim[illegible] is hoped that the Agents of [illegible] ly to impressing on their Boards the desirability of including amongst the matters admissible for consideration all references by Government regarding questions involving rates which have general applicability and of the tendering of advice by the Association [illegible]

6. There is another point, and it is a very important one, to which I wish to draw your attention. I refer to the remarks made in paragraph 3 of my Conference letter No 61. You have to determine whether your newly constituted Conference Association is to remain a purely traffic conference, as it has been in the past, or is to have the scope of its duties *extended in the* [illegible] e committee [illegible] traffic, but [illegible] lways themselves, could submit all manner of questions relating to railway administration for *opinion* and *advice*. In other words you have to consider whether you will give effect to the decision you came to unanimously at the Conference of 1902 as expressed in Resolution No. 10 This has to be, and is, done now to each railway individually through the several Consulting Engineers or through one of the Government Directors, but only at the expenditure of much time and labour, and surely it would be much more satisfactory for all parties, railway administrations themselves as well as Government, and would greatly tend to the more prompt despatch of business, to be able to submit these questions to the whole body of railway representatives collectively, *whose joint opinion would be submitted to Government instead of as now* individually. I do not wish to dictate to you the manner in which technical questions relating to different departments should be dealt with. It would be [illegible]

sentence of paragraph [illegible] of my letter No. 61.

[illegible] ll have a direct bearing on the question [illegible] permanent officers elected to fill the [illegible]

If the Indian Railway Conference Association is to do nothing more than take the place of the old Railway Traffic Conference, its powers have been so limited by the Boards to deal with traffic matters that the mere recording of the proceedings is all that need be provided for, and neither the President nor Secretary need be a man of exceptional expert knowledge.

[illegible] prepared to assume the more onerous [illegible] me, its organization must be of [illegible] nt official, whether he be the [illegible] ensive and exceptional knowledge and a person in whom everyone will have the fullest confidence. His duty will be not only to prepare the cases referred to the Association and to collect opinions and report decisions, but to constantly look after the interests of Indian railways generally, to endeavour to get all disabilities removed, whether they are caused by the action of Government or local bodies, the law courts, municipalities, etc., *and so make the Association a power* that cannot be ignored.

7. It only remains for me to formally resign my position of *ex-officio* President of your late Traffic Conference, which I do with extreme regret as it has always been a pleasure to me during the two years I have been your President to associate myself with you.

I ask you now to elect a Chairman and a Secretary to conduct the proceedings of your present conference.

When your permanent paid Secretary has been appointed and his headquarters have been decided upon, all the Railway Conference records now in this Secretariat will be made over to him.

8. Gentlemen, you have all had an opportunity of reading the main portion of my address, so I suppose I may take as read such portion as has been in your hands. (*No dissent*).

9. I have only a few additional remarks to make, mainly to draw your special attention to paragraphs 5 and 6 of that address. As regards the question of including through rates and fares among the matters which may be submitted to the new Association for advice by Government—(I may here mention that the term "Government" would include the new Railway Board, should the results of Mr. Robertson's Report be to call such a Board into existence)—I would ask you to read again the remarks that I made in my opening address at the Conference of 1902, especially in paragraph 10 (*c*) of that address.

I must say that I fail to see how it could be anything but an advantage to you, to your Boards and to Government that the advice of the new Association should be sought on all questions of changes of through rates or fares which affect the interests of your lines collectively.

I sincerely hope you will be able to see your way to recommending to your Boards a reconsideration of their proposals on this point.

10. As regards paragraph 6 of my address, the question raised is a very important one. The appointment of a permanent Secretary and the salary that he would draw would depend entirely upon the decision you come to thereon. In fact, the point is this, you have to decide whether you will remain merely a Traffic Conference as hitherto or whether you will be prepared to accept the extended rôle that Government are anxious to confer upon you and become an Association of real importance; a consultative body whose joint opinion would carry such weight that it would be difficult, or almost impossible, to resist it. I may say that this would have still greater force from the point of view of the new Board, if it ever comes into existence; for if the new Board is created the probability is that one or two members may be recruited altogether from outside India. They will therefore come to this country absolutely ignorant of India, of the methods of Indian Railway Administration and of the economic conditions of the country, and I am quite sure that they themselves would be only too pleased to have such an Association available at hand to whom they might apply for advice and assistance, at any rate, during the first few years of their existence.

11. In my conference letter No. 61,* paragraph 4, I sketched out the nature of the questions which Government were desirous should be put before the new Association for opinion. To this I may add one more, a case which I have before me, *i. e.*, the introduction of some system of Automatic Coupling. This is a question which must crop up in the near future, since the introduction of more powerful engines and heavier train loads will necessitate a reconsideration of the standard type of screw coupling. There is in the *Bulletin* of the Indian Railway Congress for August 1903 a description of such a coupling, and if any gentleman wishes to see it I shall be glad to show him the paper. This is a fitting question for your new Association to take up and deal with, should you decide to absorb into your body the present Committee of Locomotive Superintendents.

* Appendix I.

12. Gentlemen, I have no further remarks to make except to formally lay down my Presidentship of the old Traffic Conference and to ask you to elect a Chairman and a Secretary to conduct your present proceedings.

Mr. J. Douglas, in proposing a vote of thanks to the retiring President, spoke as follows:—

GENTLEMEN,

I am afraid our first duty is not altogether a pleasant one,—I mean taking leave of our old President, Colonel Wilson. The proposal for a permanent conference independent of Government has emanated from himself so that in regard to this leave-taking we have, I think, rather a grievance against him.

During the time that we have attended past conferences I think you will all admit that Colonel Wilson has led us with ability, patience and courtesy.

I would ask you to place our deep sense of this on record.

I would therefore formally propose that we recognise in this manner the ability, tact, patience and courtesy with which Colonel Wilson has presided over the Conference during the time he has been associated with it.

Mr. W. Pendlebury in seconding the above resolution said :—

I have great pleasure in seconding this resolution.

I am sure that we are all very much indebted to Colonel Wilson for his kind courtesy and assistance during the period he has presided over our meetings, and I only hope that whoever is elected as the new President will exercise the same patience and tact which he has displayed when we have had little controversies on various matters. I do not think in seconding the resolution that I can say more than Mr. Douglas has expressed.

The President, in replying to the vote of thanks, spoke as follows :—

I rise to thank you heartily for the exceedingly kind way in which Mr. Douglas has proposed his resolution which Mr. Pendlebury has seconded, and for the terms which have been used with reference to my conduct of affairs as your late President. It has always been to me an extreme pleasure, and I may say pride, to have been associated with the representatives of the railways which form this great Indian railway system.

I may add when I mention this great Indian system that, Mr Robertson notwithstanding, the Indian system, judged by results, is second only to one and that is the German system, and Mr. Robertson himself tells us that it is by our results that we are to be judged.

The meeting then terminated.

APPENDIX I.

No. 61, dated Simla, the 2nd September 1903.

From—Colonel G. F. Wilson, R.E., President, Railway Conference,

To—The Agents, East Indian, Great Indian Peninsula, Bombay, Baroda and Central India, Bengal and North-Western, Southern Mahratta, South Indian, Assam-Bengal and Burma railways; the Agents and Chief Engineers, Bengal-Nagpur, Bengal Central, and Rohilkund and Kumaon railways; the Agents and Managers, Madras and the Nizam's Guaranteed State railways; the Managers, North Western, Oudh and Rohilkhand, Eastern Bengal, Jodhpur-Bikaner and Udaipur-Chitor railways; the Manager and Engineer in-Chief, Bhavanagar-Gondal-Junagad-Porbandar railway; the Secretary, Calcutta Port Commissioners' railway.

In continuation of telegram No. $\frac{53}{60}$,* dated the 2nd September 1903, from the Secretary, Railway Conference, I have the honour to inform you that railway administrations have agreed to the meeting being held at Simla, and, owing to the inability of some administrations to attend about the middle of the month, Monday, the 26th October 1903, has been fixed for the first day. The meeting will be held in the office of the Public Works Department Secretariat and open daily at 11 A.M.

* [To Madras railway only.]

2. As stated in the Secretary's telegram No. 52, dated the 17th August 1903, the business to be transacted will be the formation of the Indian Railway Conference Association, and the election of a President and a Secretary. It will be observed from the rules adopted by the Boards of Directors of the several railway companies that the Association will have three entirely distinct functions, *viz.* :—

(*a*) to frame by general agreement regulations for the management of traffic;

(*b*) to consider questions submitted for opinion by the Government of India or any member of the Association;

(*c*) to act as a Board of conciliation between members of the Association;

and it will be for the meeting to decide how these duties are to be performed.

3 As regards (*a*), the draft rules in question define the duties and the powers of the Association, and they appear to be adequate for the present; but (*b*) and (*c*) will require further consideration.

In respect to the former it is considered that the Association should endeavour to exercise the same functions and responsibilities in respect to railways as the Chambers of Commerce do to commerce, and that it should be prepared to advise the Government of India and, if desired, its own members also, on all questions affecting railway working which may be referred to it.

For this purpose it seems essential for the Association to be so organized as to have separate sub-committees composed of experts in each department of the railway, *viz.*, Audit, Engineering, Locomotive and Traffic Questions which are now referred to the present Locomotive Committee would be dealt with by the Locomotive Sub-Committee of the Association. Similarly, questions relating to other Departments would be considered by the sub-committee interested.

4. Among the questions which are now pending, and which in due course will be placed before the Association, are—

(*i*) the introduction of large-capacity stock;

(ii) the standardisation of locomotives;

(iii) the establishment of a central clearing house;

(iv) the revision of the General Rules for working railways.

Such questions would necessarily be considered at joint meetings by each of the sub-committees interested.

5. If it is decided to work the Association on these lines, the selection of a paid Secretary will require much greater consideration than if there is to be little more than an annual Traffic Conference. Since without applicants for the post it will be difficult to select a Secretary, I would suggest that the appointment be made known to the staff under your orders, and that any applications received by you may be brought up for consideration at the coming meeting.

6. I shall be glad to receive the name (s) of the delegate (s) who will represent your railway at the conference.

No. 62, dated 2nd September 1903.

Endorsed by the Secretary to the Railway Conference.

Copy, with a copy of the telegrams referred to and of the rules of the proposed Indian Railway Conference Association agreed to by the Home Boards of the several Indian railway companies, is forwarded, for information, to the Agent and General Manager, Dibru-Sadiya railway; the General Manager and Chief Engineer, Darjeeling-Himalayan railway; the Manager and Executive Engineer, Morvi railway; the Manager and Chief Engineer, Bengal Dooars railway; the Resident Engineer and Agent, Barsi Light railway [* in case the railway administration is desirous of joining the Association].

* Omit the portion within brackets to Morvi and Bengal Dooars railways.

Telegram No. 52, dated 17th August 1903.

From—The Secretary, Railway Conference,

To—The Agents, East Indian, Great Indian Peninsula, Bombay, Baroda and Central India, Bengal and North-Western, Southern Mahratta, South Indian, Assam-Bengal, and Burma railways; the Agents and Chief Engineers, Bengal-Nagpur, Bengal Central, and Rohilkund and Kumaon railways; the Agents and Managers, Madras and the Nizam's Guaranteed State railways; the Managers, North Western, Oudh and Rohilkhand, Eastern Bengal, Jodhpur-Bikaner and Udaipur-Chitor railways; the Manager and Engineer-in-Chief, Bhavnagar-Gondal-Junagad-Porbandar railway; the Secretary, Calcutta Port Commissioners' railway.

Please wire whether middle of October next suits you for holding meeting at Simla to form Railway Conference Association, and elect President and Secretary.

Telegram No. 59, dated 2nd September 1903.

From—The Secretary, Railway Conference,

To—The Agent and Manager, Madras railway.

Conference meets 26th proximo. Will last about a week. Letter follows.

Telegram No. 60, dated 2nd September 1903.

From—The Secretary, Railway Conference,

To—The Agents, East Indian, Great Indian Peninsula, Bombay, Baroda and Central India, Bengal and North-Western, Southern Mahratta, South Indian, Assam-Bengal, and Burma railways; the Agents and Chief Engineers, Bengal-Nagpur, Bengal Central, and Rohilkund and Kumaon railways; the Agent and Manager, the Nizam's Guaranteed State railway; the Managers, North Western, Oudh and Rohilkhand, Eastern Bengal, Jodhpur-Bikaner and Udaipur-Chitor railways; the Manager and Engineer-in-Chief, Bhavnagar-Gondal-Junagad-Porbandar railway; the Secretary, Calcutta Port Commissioners' railway.

My telegram numbered and dated as follows:—52, 17th ultimo. 26th proximo fixed for first day of meeting. Letter follows.

Rules of the Indian Railway Conference Association.

The Indian Railway Conference Association, hereinafter designated the Association, shall consist of all Railway Administrations in British India that intimate their desire to join it, each of whom shall be represented at its meetings by one delegate.

It shall elect annually a President from the representatives of the Administrations composing it, and may appoint a paid Secretary and necessary office establishment on terms to be settled by a majority of votes.

The Association is constituted to frame, in the manner hereinafter prescribed, Regulations for the management of traffic interchanged between the railways represented in the Association, subject to the following fundamental rules:—

I.—(*a*) The Association may frame regulations for the management of the administrative details of traffic interchanged between the railways represented in the Association—for which it shall be agreed that the practice of Indian railways should be uniform—including the fixing of charges for transhipment, use and misuse of vehicles, demurrage, &c, but such regulations shall not extend to the fixing of rates or fares or any matters of internal administration which shall remain under the complete and exclusive control of the several railways represented in the Association.

(*b*) The Association may consider at the instance of Government, or of any railways represented in the Association, questions of railway management affecting the mutual relations between the railways themselves, and also between the railways and the Government, such questions not involving matters falling within the provisions of their respective contracts with the Secretary of State.

(*c*) Any of the members of the Association may submit for consideration proposals relating to rates and fares, including the division of through rates, designed to take effect on railways represented in the Association; but any opinion of the Association which shall be recorded, and any regulation made, shall become operative on such a proposal only so far as it shall be agreed to by the representatives of those railways to which it would apply, and on an agreement being thus come to, it shall be binding on the consenting railways.

II.—(*a*) The Association may act as a Board of Conciliation, under regulations to be made by it for the appointment of an Arbitrator or Committee of Arbitration, for the settlement of differences that shall arise between railways represented in the Association on matters governed by the regulations of the Association, or relating to obligations by which any such railway is bound, under the provisions of Rule I, clause (*c*).

(*b*) The Association may also act, under similar regulations, as a Board of Conciliation on any other matters when so desired by any of the parties interested in such settlement.

III.—(*a*) Not less than six months' previous notice must be given in writing to the Secretary of the Association, and not less than three months' previous notice by the Secretary of the Association to the members before any proposal under Rule I is submitted to the Association for consideration.

(*b*) For the consideration of all questions falling within the scope of Rule I, two-thirds of the railways represented in the Association shall form a quorum.

(*c*) The Secretary of the Association shall communicate to the Agents or Managers of all railways represented in the Association, at their usual [illegible] to be brought before the Association [illegible] period intervening before the date

IV. The voting power of the railways represented in the Association shall be calculated on the basis agreed to at the last Railway Conference in 1900. The conditions of Rules III (*a*) and (*b*) shall apply to all proposals for modifying the voting power of all railways, as well as for fixing such power in the event of an additional railway joining the Association.

V. A majority of not less than three-fourths of the total number of votes of the railways present at any meeting of the Association shall be requisite for the alteration of, or addition to, any regulations of the Association.

VI. Any railway represented in the Association may, twelve months after giving notice in writing to the Secretary of the Association of its intention so to do, withdraw from the Association, or withdraw its assent after such notice to any regulation that has been twelve months in operation, and thereafter such regulation shall no longer be binding on it.

VII. The necessary expenses of the Association shall be borne by Railway Administrations represented in the Association in the same proportions as their respective voting powers.

VIII. The regulations of the Railway Conference, as revised at their meeting in 1900, shall be regarded as regulations of the Association until or so far as any of them shall have been modified under the provisions of these rules.

Accepted by the following Railway Companies :—Assam-Bengal, Bengal Central, Bengal Dooars, Bengal-Nagpur, Bengal North-Western, Bombay, Baroda and Central India, Burmah, East Indian, Great Indian Peninsula and Indian Midland, Madras, His Highness the Nizam's State, Rohilkund and Kumaon, South Indian, Southern Mahratta.

APPENDIX II.

The "Rosebery Medal" for Railway Essays.

Considerable interest has been aroused recently by statements to the effect that I
bers o
variou
incorrect accounts of this scheme have been published, railway officers on other systems will, doubtless, be interested to read the circular recently issued to Great Northern Railway employees, which, by the courtesy of Mr. Oliver Bury, we are now privileged to publish:

"The Right Hon. the Earl of Rosebery, K G., has kindly offered to
he Rosebery Medal') to the
lve subjects will be selected
a list on the 1st of July,
f the service may have an opportunity of competing, a wide range of subjects will be chosen. Employees of the Great Northern Company, whose age does not exceed 35 at the date of the publication of each year's list, will be eligible to compete, and they may select as a subject any one (but not more than one) of the twelve issued annually. In addition tc
will be given to the author of the
subjects The essays will be judged
works are referred to, or quoted, the author's name must be given. The subjects for the year 1903 are as follows: (1) Permanent way, Construction and Maintenance; (2) Electric Traction for Railways; (3) Light Railways as Feeders to Main Lines; (4) Compound and Simple Locomotives Compared; (5) Workshop Practice in a Railway workshop; (6) Relative Cost and Efficiency of Vacuum and Pressure Brakes; (7) Economical Working of Passenger and Goods Traffic; (8) Economical Working of Coal Traffic; (9) Economic Basis of Railway Rates; (10) The Law on Railways in the United Kingdom; (11) *The Function of Railways in Relation to Trade and Commerce*; (12) General Principle of Accounts of a Railway."

We trust that Lord Rosebery's offer may encourage a large number of employees to compete for the medal, and, what is still more important, stimulate the interest of workers in their work, both in and out of business hours.

APPENDIX III.

Proposals by the Railway Conference of 1902.	*Proposals by the President, Railway Conference.*	*Revised proposals by the Boards of Indian railways.*
The name of the body be "The Chamber of Indian railways." (*Vide* Resolution No. 3 of the Railway Conference of 1902.)		The Indian Railway Conference Association, hereinafter designated the Association, shall consist of all Railway Administrations in British India that intimate their desire to join it, each of whom shall be represented at its meetings by one delegate.
The Chamber of Indian railways shall consist of all railway administrations in India and Burma desirous of joining it, and shall be represented at its meetings by one delegate from each railway administration which is a member. It shall be presided over by a President, elected annually from amongst the members, and there shall be a permanent paid Secretary, selected by the members, and the necessary office establishment. (*Vide* Resolution No. 4 of the Railway Conference of 1902.)		It shall elect annually a President from the representatives of the Administrations composing it, and may appoint a paid Secretary, and necessary office establishment, on terms to be settled by a majority of votes. The Association is constituted to frame, in the manner hereinafter prescribed, Regulations for the management of traffic interchanged between the railways represented in the Association, subject to the following Fundamental Rules.
(4) To alter or cancel existing Conference rules and make such new ones as may from time to time be required. (*Vide* Resolution No. 8 of the Railway Conference of 1902)	4. To alter or cancel such existing Conference rules as fall within the competency of Agents and Managers, and to make such new rules as do not require superior sanction.	I. (*a*) The Association may frame Regulations for the management of the administrative details of traffic interchanged between the railways represented in the Association—for which it shall be agreed by the Association that the practice of Indian railways should be uniform—including the fixing of charges for transhipment, use and misuse of vehicles, demurrage, etc., but such Regulations shall not extend to the fixing of rates or fares or any matters of internal administration which shall remain under the complete and exclusive control of the several railways represented in the Association.
(1) To consider all questions referred to it by Government, railways parties to the Chamber or public bodies, including questions of through rates and fares. (*Vide* Resolution No. 6 of the Railway Conference of 1902.)	1. To consider all questions referred to it by Government, railways parties to the Conference, or public bodies, and also any proposals for the revision of such of the existing Conference rules as Agents and Managers individually are not empowered to dispose of without superior sanction.	I. (*b*) The Association may consider at the instance of Government or of any railways represented in the Association, questions of railway management affecting the mutual relations between the railways themselves, and also between the railways and the Government, such questions not involving matters falling within the provisions of their respective contracts with the Secretary of State.
		I. (*c*) Any of the Members of the Association may submit for consideration proposals relating to rates and fares including the division of through rates designed to take effect on railways represented in the Association; but any opinion of the Association which shall be recorded, and any Regulation made, shall become operative on such a proposal only so far as it shall be agreed to by the representatives of those railways to which it would apply, and on an agreement being thus come to it shall be binding on the consenting railways.

Proposals by the Railway Conference of 1902.	*Proposals by the President, Railway Conference.*	*Revised proposals by the Boards of Indian railways.*
(2) To arbitrate between railways in all disputes, when called upon to do so by mutual consent. (*Vide* Resolution No. 7 of the Railway Conference of 1902.)	2. To arbitrate between railways in all cases of disputes submitted by one or other or both of the disputants, under such rules as may be agreed upon.	II. (*a*) The Association may act as a Board of Conciliation, under Regulations to be made by it for the appointment of an Arbitrator or Committee of Arbitration, for the settlement of differences that shall arise between railways represented in the Association on matters [illegible] clause (*c*).
(3) To interpret all readings of Conference rules, decisions, and awards. (*Vide* Resolution No. 8 of the Railway Conference of 1902.)	3. To interpret all [illegible] ings [illegible] cision [illegible]	(*b*) The Association may also act under similar Regulations, as a Board of Conciliation on any other matters when so desired by any of the parties interested in such settlement.
Nil.	*Nil.*	III. (*a*) Not less than six months' previous notice must be given in writing to the Secretary of the Association and not less than three months' previous notice by the Secretary of the Association, to the members before any proposal under Rule 1 is submitted to the Association for consideration
Nil.	7. Two thirds of the railways parties to the Conference shall form a quorum, and no questions shall be considered when there is not the necessary quorum.	III. (*b*) For the consideration of all questions falling within the scope of Rule 1, two-thirds of the railways represented in the Association shall form a quorum.
Nil.	*Nil.*	III (*c*) The Secretary of the Association shall communicate to the Agents or Managers of all railways represented in the Association, at their usual residence in India, all notice of matters to be brought before the Association at such time, as will ensure the prescribed period intervening before the date fixed for the next ensuing meeting.
(9) In [illegible] on all questions [illegible] (*Vide* Resolution No 9 of the Railway Conference of 1902.)	9. In voting on all ques- [illegible]	IV. The voting power of the rail- [illegible] iation [illegible] basis [illegible] Con- [illegible] ms of [illegible] apply [illegible] the [illegible] well [illegible] the event of an additional railway joining the Association.
(8) With regard to (1), (3), [illegible] (*Vide* Resolution No. 9 of the Railway Conference of 1902.)	8. Questions referred un- [illegible] referred under (–) shall be decided on a bare majority, the President having the casting vote.	V. A majority of not less than [illegible]

Proposals by the Railway Conference of 1902.	*Proposals by the President, Railway Conference.*	*Revised proposals by the Boards of Indian railways.*
After the regulations passed at a Conference have been in operation for a period of six months, any railway or railways shall be at liberty, after giving six months' simultaneous notice to the Secretary to the Conference and all railways parties to the Conference, to withdraw from any regulation or regulations. This withdrawal shall only apply to transactions with the railway or railways giving the six months' notice. (*Vide* Resolution No. 3 (*b*) of the Railway Conference of 1900.)	*Nil.*	VI. Any railway represented in the Association may, twelve months after giving notice in writing to the Secretary of the Association of its intention so to do, withdraw from the Association or withdraw its assent after such notice to any Regulation that has been twelve months in operation, and thereafter such Regulation shall no longer be binding on it.
The administrations of the various railways recommend Government or their Boards to contribute towards the cost of keeping up the necessary permanent establishment, the cost being apportioned between the several railways in direct proportion to their voting powers. (*Vide* Resolution No. 5 of the Railway Conference 1902.)	*Nil*	VII. The necessary expenses of the Association shall be borne by Railway Administrations represented in the Association in the same proportions as their respective voting powers.
Nil.	*Nil.*	VIII. The Regulations of the Railway Conference as revised at their meeting in 1900 shall be regarded as Regulations of the Association until or so far as any of them shall have been modified under the provision of these Rules.
(5) In all matters referred to it under (1) the Chamber shall give such opinion or make such representation as it may think fit. (*Vide* Resolution No. 8 of the Railway Conference of 1902.)	5. In all matters referred to it under (1) the Conference shall express an opinion or make a recommendation only, and no changes which may be suggested shall have effect until confirmed by superior authority.	*Nil.*
(6) In all matters referred under (2) and (3), the decision of the Chamber shall be final and binding. (7) In all matters connected with (4), the decision of the Chamber shall be binding after confirmation by the Government of India and the Boards of Directors concerned. (*Vide* Resolution No. 8 of the Railway Conference of 1902.)	6. In all matters referred to it under (2), (3), and (4), the decision of the Conference shall be final and binding.	*Nil.*

APPENDIX IV.

Scale for votes on mileage basis.

Not exceeding 250 miles .	1 vote.	Above 1,500 to 2,000 miles . .	6 votes.
Above 250 to 500 „ .	2 votes.	„ 2,000 to 2,500 „ . .	7 „
„ 500 to 750 „ .	3 „	„ 2,500 to 3,000 „ . .	8 „
„ 750 to 1,000 „ .	4 „	„ 3,000 „ . .	9 „
„ 1,000 to 1,500 „ .	5 „		

Scale for votes on freight ton-mileage basis.

Not exceeding 10 million freight ton-*miles*	1 vote.	Above 250 million to 400 million *freight ton-miles* . . .	7 votes.
Above 10 million to 50 million freight ton-miles	2 votes.	Above 400 million to 600 million freight ton-miles . . .	8 „
Above 50 million to 100 million freight ton-miles	3 „	Above 600 million to 800 million freight ton-miles . . .	9 „
Above 100 million to 150 million *freight ton-miles*	4 „	Above 800 million to 1,000 million *freight ton-miles* . . .	10 „
Above 150 million to 200 million freight ton-miles	5 „	Above 1,000 million to 1,500 million freight ton-miles . . .	11 „
Above 200 million to 250 million freight ton-miles	6 „	Above 1,500 million freight ton-miles	12 „

Railway.	Mileage open and under construction on the 31st December 1902	Half number of votes on mileage basis	Actual freight ton mileage for 1903	Half number of votes on freight ton-mileage basis.	Total number of votes for each delegate.
Oudh and Rohilkhand	1,260½	2½	270,152,000	3½	6 } 12
Eastern Bengal	1,278½	2½	277,736,000	3½	6 }
East Indian.	2,366½	3½	2,142,698,000	6	10
Great Indian Peninsula	2,803½	4	1,332,256,000	5½	10
North Western	3,976	4½	1,149,659,000	5½	10
Bombay, Baroda and Central India . .	2,681½	4	875,753,000	5	9
Bengal and North-Western	1,348¾	2½	197,311,000	2½	6 } 8
Bengal Central	125	½	13,862,000	1	2 }
Bengal Dooars	163	½	3,909,000	½	1 }
Bengal Nagpur	2,056½	3½	334,925,000	3½	7
Madras	1,617	3	325,540,000	3½	7
Southern Mahratta	1,714½	3	176,846,000	2½	6
Burma.	1,337½	2½	201,380,000	3	6
South Indian	1,361¾	2½	156,781,000	2½	5
His Highness the Nizam's Guaranteed State	742½	1½	150,814,000	2½	4
Assam-Bengal	779½	2	32,641,000	1	3
Jodhpur-Bikaner	824½	2	42,520,000	1	3
Rohilkund and Kumaon	330½	1	32,148,000	1	2
Calcutta Port Commissioners' . . .	7½	½	5,619,000	½	

APPENDIX V.

Rules for the conduct of business at the Railway Conference of 1903.

The rules for the conduct of business shall be as follows:—

1. To form the Indian Railway Conference Association, to elect a President for the year, and a permanent Secretary and decide upon the head-quarters of the Association.

2. The committee shall consist of a President so elected, who shall direct the proceedings, one officer appointed by each railway administration desirous of joining the Association, and the permanent Secretary, or one selected for this meeting.

3. The voting power of each delegate will be determined with reference to the importance of the railway he represents. The scale of votes is to be found in Appendix IV.

4. Railway officers, other than delegates, attending the conference shall be eligible to serve on any of the sub-committees, if any are formed. The proceedings of sub-committees shall have no force until confirmed by a full conference or quorum.

5. Two-thirds of the members of the conference, including the President, shall form a quorum.

6. The hours of business shall be from 11 A.M. till 4 P.M. daily, Saturdays and Sundays excepted.

APPENDIX VI.

Dated Gulmarg, the 13th September 1903.

From—BREVET COLONEL W. V. CONSTABLE, R E, Manager, Eastern Bengal State railway (on leave),

To—COLONEL G. F. WILSON, R.E., President, Railway Conference, Simla.

In reply to your circular letter No. 61 of the 2nd instant, I have the honour to make the following remarks :—

If the subjects for discussion at the Simla meeting are confined to items (*a*), (*b*) and (*c*) only, as defined in your paragraph 2, I think, as State railways should be able to accept without any disadvantage any rules or decisions come to by the companies, that it may not be necessary for the Eastern Bengal (State) railway to be represented at the proposed meeting in Simla.

I shall be very busy after my return to Calcutta and I cannot possibly spare a traffic or other officer as a delegate. If permissible, I would, however, give my voting power to either of the two other State railways that may be present.

2. I, however, take the liberty of criticising one or two points, both in the rules accepted by the Boards as well as in your circular No 61.

3. First of all I think it is most desirable that it may be made the rule, if it is not so intended in the rules passed by the companies' Boards, that any one railway shall be competent to submit proposals to the Association, provided the subject falls within the matters governed by the regulations; otherwise the party that would be likely to lose or has the most to lose, on a reference, would often refuse to consent to the matter being adjudicated on.

I therefore suggest that the following alterations may be made in the rules passed by the Home Board :—

In rule I (*b*), line 2, for "Railways" read "Railway" and in line 4 for "the Railways" read "any Railway" and in (*c*), line 1, for "of the members" read "single member"

In rule II (*b*), line 3, interpolate "one" between "any" and "of."

Another rule that strikes one as being not quite suitable is rule III (*a*). The notice required seems unnecessarily long in all cases More elasticity might be given, I think, to provide for a case where some regulation passed by a previous conference, requires modification and where all agree that this had better be done as soon as possible.

4. To deal now with your No 61, I do not think the analogy between a Chamber of Commerce and the Railway Association alluded to in paragraph 2 is quite to the point. The former generally consists, not only of mercantile people, but also of railway men, port trust, corporation and other Government officials, and is chiefly an advisory body. The latter, however, consists solely of railway officials, and as the Association is not empowered under the rules to deal with cases of rates and fares, or with those falling within the provisions of the contracts between the companies' railways and the Secretary of State, I do not see why it should not consider *any* matters falling within the conditions laid down in rule I (*b*) of the Association's rules. In fact, I think, provided that Government has the power of veto in all cases, the Association had better possess the power of either advising or deciding in each case, as it may think fit.

5. As regards the last portion of your paragraph 3, I do not quite understand its purport. I think as heads of railways should be the only delegates

of the Association and, as many of them have engineering and traffic and even audit experience, any sub-committees that it may be found necessary to create, should be left each time to the Association to appoint, and I would prefer a mixed sub-committee, say, on the important subject of "standardising," to separate sub-committees of engineers, locomotive or traffic men, who would each make their own report and then meet and make a joint report to the Association.

I think far better and more practical results would be obtained from a selected committee of the best men the Association would appoint as occasion would require, and naturally each head of a railway would consult his experts before giving his opinion. I do not see either why the present Locomotive Committee should not submit its recommendations to the Association direct who would appoint, when necessary, a sub-committee to report on the proposal. In the same way an engineering committee might be formed. I feel sure it will cause delay if so many expert sub-committees, each consisting solely of men of some particular department, were appointed as suggested by you, and as far as the locomotive department is concerned, no delegates belonging to the Association could be found. A mixed sub-committee, with some experts in it, is much more likely in each case to recommend practical measures, and it should get through its work quicker.

6. I interpret your paragraph 4 to mean that the subjects detailed therein will not be discussed in October. This, I think, is absolutely right. As you are aware I take a great interest in subjects (i) and (ii). As regards the first, I do not think it could be dealt with in a practical manner yet, for it will take a considerable time for each railway to tabulate its standard dimensions and infringements of standard dimensions as they exist and to calculate what the cost of introducing wider stock will be, and without this information any action in the direction indicated would be premature.

In respect of subject (ii) and also of (i) so far as it concerns heavier axle loads, I trust that the subject may not be discussed by the Association until all the replies, including my No. 475 D. G. R., of the 4th June 1903, to Government of India's No. 455 R. S. of the 27th March 1903, have been circulated by Government and fully considered by each railway administration. The Director of Railway Construction has told me that this action will be taken, and I would ask the Conference to look at what is being done elsewhere before agreeing to any "standardising." Mr. Thomas Robertson and Colonel Gardiner are strongly against any "standardising" such as was proposed at the Calcutta Conference of December 1901, and the special Railway Commissioner properly remarks that "standardisation" means "stagnation." Mr. Cardew, the Locomotive Superintendent of the Oudh and Rohilkhand railway, in his report on American methods also alludes to the subject in the following words. "Types of engines.—There are many types of engines in America, contrary to the prevailing idea that there are not. As an instance of this the P. R. R. has types named from A to H, and these classes are divided up into sub-classes and known as A, or B, according to modifications made on new lots of engines of those classes. *Had there been one type only*, and no deviations allowed from it, the American engines would not now be pulling the loads they are doing."

This is true all over the world, and any unbiassed person has only to look through the files of illustrated English engineering papers and magazines for the last year to satisfy himself that every single railway in England has changed its types within the last twelve months and is continuing to modify them. And not only that, but they are trying French and American types. For India, which is backward beyond all other countries in the world in its type of engines (for proof of which see the Calcutta Conference papers and Colonel Gardiner's note on Standardisation, which are conclusive), to attempt standardising, as proposed just at this time, would be sheer folly.

7. I have just read the English Clearing House Rules, and although the Eastern Bengal (State) railway would be less favourably affected by the intro-

duction of a Clearing House than most of the other large systems, I am in favour of the adoption of the Clearing House System The difficulty, I see, but which I admit ought to be capable of surmounting, is how to deal, on this system, might be possible to have one Clearing · if this be not feasible, then to have ways there, and let the southern railways wait a little and see how the experiment works. Again, it might be feasible to have three or four local Clearing Houses, or one central one, say, at Cawnpore or Lucknow and branches, say, at Calcutta, Madras and Bombay.

What I do not grasp is, supposing there are several local Clearing Houses, who would clear the traffic, *i e*, adjust the accounts when traffic passes between lines whose accounts are usually dealt with by separate Clearing Offices ? For Western railand another another at fic between Lahore and Madras or between Lahore and Trichinopoly be dealt with ?

But the Eastern Bengal (State) railway will accept any proposals the majority of delegates agree to, and I assume all the conference would now do, if it did anything, would be to appoint a sub-committee to make recommendations.

8. Dealing now with your paragraph 5, the Eastern Bengal (State) railway has no one I know of who would be likely to be suitable for Secretary, but until his l, it is impossible to deal with the mat be at Simla and I also think that the nensem to recompense him for the add

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APPENDIX VII.

Dated the 30th June 1903.

From—The Manager and Executive Engineer, Morvi railway,

To—The President, Railway Conference.

I beg to say it is a good idea to hold a Conference in Simla during the present season for the purpose stated therein; but at the same time I would say that I am unable to send any delegate to represent this railway at the Conference as I am the only European on the line.

No. T. E. $\frac{19-12}{4-65}$, dated the 2nd October 1903.

From—The Manager, Udaipur-Chitor railway,

To—The Secretary, Railway Conference.

* * * * * * *

I am afraid this railway cannot be represented at the Conference, as I am being transferred and the new Manager will not arrive till after that date.

No. 4281 M., dated the 9th October 1903.

From—The Manager, Eastern Bengal State railway,

To—The President, Railway Conference.

With reference to your letter No. 77,* dated 2nd October 1903, on the subject of the formation of the Indian Railway Conference Association, I have the honour to inform you that, as suggested by you, I am this day, the 9th October 1903, giving my voting power to Mr. Burt, Manager, Oudh and Rohilkhand railway, to represent the Eastern Bengal State railway at the proposed meeting.

*Not printed.

Telegram, dated 12th October 1903.

From—The Secretary, Calcutta Port Commissioners' railway,

To—The Secretary, Railway Conference.

* * * Mr. W. A. Dring will act as Commissioners' representative at the Conference.

Telegram, dated 17th October 1903.

From—The Agent and Chief Engineer, Bengal Central railway, Calcutta,

To—The President, Railway Conference, Simla.

Your telegram† of 13th instant. Acting Agent, Bengal and North-Western railway, will act proxy for me at Conference.

† Not printed.

We, Finlay, Muir & Co. of Calcutta, being the Agents of the Bengal Dooars Railway Company, Limited, and entitled to two votes,‡ hereby appoint Edward Anster Neville, Acting Agent of the Bengal and North-Western railway, as our Proxy, to vote for us and on our behalf, at the Railway Traffic Conference to be held at Simla on the 26th day of October 1903 and at any adjournment thereof.

‡ [illegible]

As witness our hand this 17th day of October 1903.

FINLAY, MUIR & Co.,

Agents, Bengal Dooars Railway Company, Limited.

Witness,

R. LANGFORD JAMES,

1, Clive Street,

Calcutta.

No. G 6295—47 (22), dated the 21st October 1903.

Appendix VII.

From—The Manager and Engineer-in-Chief, Bhavnagar-Gondal-Junagad-Porbandar railway,

To—The President, Railway Conference.

In continuation of this office No. G 5470—47 (22),* dated 14th September 1903, I have the honour to state that I regret that important railway business prevents my attending the Railway Conference as intended.

* Not printed.

INDIAN RAILWAY CONFERENCE ASSOCIATION, 1903.

Monday, the 26th October 1903, 11-45 a. m.

With reference to paragraph 7 of the President of the Railway Conference's address at the meeting of the Conference at 11 A.M. on the 26th of October 1903, Messrs. S. Finney and A. W. U Pope were unanimously elected as Chairman and Secretary, respectively, of the meeting which met at 11-45 A.M.

The following were present :—

PRESIDENT ·

Manager, North Western railway, S. FINNEY, ESQ.

SECRETARY :

Traffic Superintendent, Oudh and Rohilkhand railway, A. W. U. POPE, ESQ.

DELEGATES :

Assam-Bengal railway	R. S. STRACHEY, Esq.	*Agent.*
Bengal and North-Western railway.	E. A. NEVILLE, Esq.	*Acting Agent.*
Bengal Central railway } *Bengal Dooars railway* }	E. A. NEVILLE, Esq.	*Acting Agent, Bengal and North-Western railway.*
Bengal-Nagpur railway	C. BECKETT, Esq.	*Acting Agent and Chief Engineer*
Bombay, Baroda and Central India railway.	W. HARVEY, Esq.	*Acting Agent.*
Burma railways	CAPT W. A. S. KINCAID, R.E	*Agent.*
Calcutta Port Commissioners' railway.	W. A. DRING, Esq.	*A Port Commissioner.*
Eastern Bengal State railway	H. P. BURT, Esq.	*Manager, Oudh and Rohilkhand railway.*
East Indian railway	J. DOUGLAS, Esq.	*Agent.*
Great Indian Peninsula railway	F. T. RICKARDS, Esq.	*Deputy Agent.*
Jodhpur-Bikaner railway	W. HOME, Esq.	*Manager.*
Madras railway	F. W. STONEY, Esq.	*Acting Agent and Manager.*
Nizam's Guaranteed State railway.	W. PENDLEBURY, Esq.	*Agent and Manager.*
Oudh and Rohilkhand railway	H. P. BURT, Esq.	*Manager.*
Rohilkund and Kumaon railway	J. ROBB, Esq	*Acting Agent and Chief Engineer.*
Southern Mahratta railway	LT.-COL. J. BURN MURDOCH, R.E.	*Agent.*
South Indian railway	MAJOR A. D. G. SHELLEY, R.E.	*Agent.*

The following officers also attended the meeting :—

Bengal and North-Western railway	J. WATSON, Esq.	*Traffic Manager*
Bengal-Nagpur railway	A. M. CLARK, Esq.	*Acting Traffic Manager*
Bombay, Baroda and Central India railway	C. A. R. CHAMBERS, Esq.	*General Traffic Manager.*
Great Indian Peninsula railway	A. C. BURNETT, Esq.	*Acting General Traffic Manager.*
Madras railway	D. ROSS-JOHNSON, Esq.	*Traffic Manager*
North Western railway	Lt.-Col. C. H. COWIE, R.E.	*Deputy Manager.*
	C. J. KNOTT, Esq., C.I.E.	*Chief Traffic Superintendent.*
Southern Mahratta railway	W. D. WATSON, Esq.	*Traffic Manager.*
South Indian railway	T. J. McCUTCHEON, Esq.	*Acting Traffic Manager.*

The President-elect in taking his seat spoke as follows :—

GENTLEMEN,

I beg to thank you for the honour you have conferred on me in having elected me as President of this Conference and to convey to you Mr. Pope's thanks for the honour done him in electing him as Secretary. It appears to me that the first point we have to consider is the Rules of the Indian Railway Conference Association as contained in Appendix I of the Proceedings of the Railway Conference held to-day at 11 A.M. If we are to adhere to these rules strictly, it would seem that we cannot get very much further, as our functions will practically be confined to those of the old Conference. It is a matter for the railways concerned to decide whether we should act on these rules as they stand, or whether the majority of those present would consider it desirable to make representations to their Boards regarding any modification or alteration of the rules. When this point has been decided, we have to consider whether we should take any proceedings further in regard to rules as they stand or in view of any alteration that may be proposed. I would invite any gentleman who desires to do so to express an opinion regarding the rules in Appendix I of the Proceedings of the Railway Conference held to-day at 11 A.M.

No. 1 Proposed by Lieutenant-Colonel J. Burn Murdoch, R.E., and seconded by Mr. C. Beckett :—

> Seeing that the views expressed in the retiring President's opening address have been framed after the receipt by Government of the rules framed by the London Committee of Representatives of the Companies' railways, this meeting considers that these views may be accepted as indicating the intentions of Government. This being so, the Home Board should be given a further opportunity of considering the wishes of Government as now set forth.

Resolved :—

> That each representative of Companies' railways recommend his Board to accept the suggestion of the Government of India, that the Association should undertake the duties and responsibilities of a Representative Body to which Government as well as the railways themselves could submit questions involving rules which have general applicability and others relating to railway administration for opinion and advice.

> The revised proposals and rules, in which latter would be included as far as applicable, the London Committee rules, be drawn up by a Sub-Committee.

> That these proposals and rules after being passed by this Association be submitted together with copies of the proceedings and discussion of this meeting by the Agents of the various Companies' railways to their Home Boards for sanction.

tion 2. On the proposal of Mr. E. A. Neville, seconded by Mr. R. S. Strachey, it was agreed unanimously :—

> That the consideration of the proposal made by Lieutenant-Colonel J. Burn Murdoch, R.E., be postponed till it is in the hands of the delegates in print for consideration in the afternoon.

The Chairman having invited opinions regarding Appendix II, page 8 of the retiring President's address in the Proceedings of the Conference held at 11 A.M. to-day, regarding the "Encouragement of the study of Indian railway problems," it was proposed by Mr. E. W. Stoney, and seconded by Major A. D. G. Shelley, R.E. :—

That a reward be given for an Essay on railway subjects and that details in regard to the nature of the reward and of the competition be referred to a sub committee.

The voting was as follows :—

Ayes—103 votes.	Votes.	*Noes—Nil.*	Votes.
Assam-Bengal ry. (R. S. Strachey)	3	*Nil.*	
Bengal and North-Western, Bengal Central and Bengal Dooars rys. (E. A. Neville)	8		
Bengal-Nagpur ry. (C. Beckett)	7		
Bombay, Baroda and Central India ry. (W. Harvey)	9		
Burma rys. (W. A. S Kincaid)	6		
Calcutta Port Commissioners' ry. (W. A. Dring)	1		
East Indian ry. (J. Douglas)	10		
Great Indian Peninsula ry. (F. T Rickards)	10		
Jodhpur-Bikaner ry. (W. Home)	3		
Madras ry. (E W. Stoney)	7		
Nizam's Guaranteed State rys (W. Pendlebury)	4		
North Western ry. (S. Finney)	10		
Oudh and Rohilkhand and Eastern Bengal State rys (H. P. Burt)	12		
Rohilkund and Kumaon ry. (J Robb)	2		
Southern Mahratta ry. (J. Burn Murdoch)	6		
South Indian ry. (A. D. G. Shelley)	5		

Proposal *agreed to.*

[Adjourned to Monday, the 26th October 1903, at 14-30 o'clock.]

Monday, the 26th October 1903, 14-30 o'clock.

The delegates and visitors present were the same as in the meeting held at 11-45 A. M.

The consideration of the proposal made by Lieutenant-Colonel J. Burn Murdoch, R.E., postponed from the meeting held at 11-45 A.M., was resumed on receipt of the printed copies thereof.

In moving his proposal Lieutenant-Colonel J. Burn Murdoch, R.E., spoke as follows :—

MR. CHAIRMAN AND GENTLEMEN,

In rising to propose the Resolution that stands in my name I must express regret that the moving of some such Resolution should not have been put forward by one of the Agents of the older lines, say one of my friends Mr. Wenden, Colonel Olivier, or Mr. Wynne. It is no use saying much about this; we have to take things as they are.

I think you will agree that the position in which we find ourselves is not altogether an easy one.

We have had placed before us two important documents, and we have to consider these two documents by the light of a third.

The first of these two documents is the set of rules drafted by General Strachey, the Chairman of the East Indian railway, and accepted by the Boards at home.

The second document consists of the Chairman's opening address.

The third is Mr. Robertson's recently published report, including, as it does, proposals for the establishment of a Railway Board, and here I have to remind you that our late President drew our attention to the probability of some such Board being formed by Government.

I think a brief consideration of these papers will show that two plain but antagonistic alternatives are presented to the Railways represented on the Association, viz. :—

(1) whether they are to undertake the Large Part recommended by the Government of India, or

(2) whether they should decline this and go in for the Small Part indicated in the rules now sent out.

To clear things it would be as well to see what these parts are, and in doing so it will be best to use the words of our late President. The Small Part consists in doing nothing more than taking the place of the old Railway Traffic Conference. The Larger Part is that the scope of the duties of the Conference should be extended so that it should "become not only a mere Committee for the purpose of framing rules and regulations for the conduct of traffic, but a real consultative Committee, to which Government, as well as Railways themselves, could submit all manner of questions relating to railway administration for *opinion and advice*."

These two alternatives, gentlemen, seem to me to be indicated in no uncertain terms.

In considering, first, the Small Part, I think we shall do well to recognize frankly that the rules, as drafted by General Strachey, the chairman of the East Indian Railway Board, and accepted by our Boards, are framed not only for the purposes of the Small Part but also so as to negative the inclusion of the Large Part.

All the same I fully recognize the many advantages that would be gained by accepting them straight off. Such a course would save us all a lot of trouble; would save us having to undertake responsibilities,

If we accept them straight away, each one of us would be quite justified in saying "whatever may be my own private opinion as to the wisdom of the rules, I am the servant of the Board and have no business to express it, but must accept and act upon the rules."

The [illegible]

These considerations as also the fact that when the London Boards accepted General Strachey's draft rules, as they practically did, they had not before them a good deal of the information that we now have before us, *viz.*, the documents I have alluded to and Mr. Robertson's report seems to me to make it our duty to resubmit the case, each of us, to our own Board.

This brings me to the Large Part that I advocate that the Railways should accept.

I again refer to the definition of the Large Part as above quoted from our late President's opening address. I don't think, gentlemen, it is necessary to dilate at any great length on the advantages that would accrue by adopting it, were the association allowed to "take on" the Large Part.

The rock ahead is obviously the question of rates and fares. It is assumed that such questions are matters that must remain under the exclusive control of the Railways. But gentlemen, this is hardly correct. To start with, Government has got the control in the matter of maximum and minimum rates. As to the latter some of us have thought that it would be a good thing to get minimum rates abolished either for general or particular purposes. Again in nearly all the contracts there is a clause under which Railways are bound by any legislative Act that the Government of India may please to introduce; to this must be added the remarks contained in our late President's address which seem to me to indicate very clearly that in future Government intend to exercise their powers more strictly than [illegible] do so will [illegible] Personally I [illegible] petition is [illegible] of competin[illegible] ever this is [illegible] future not a [illegible]

Gentlemen, if I take it is inevitable we have to be ruled, surely it is better to be ruled by rules and regulations in the framing of which we have taken the predominant part, than to have to submit to the rulings of a small Railway Board such as that proposed by Mr. Robertson. Surely to reject the measure of Home Rule now offered to us by the Government of India under the idea that by accepting it we should be inviting interference would be simply disastrous. Gibbon says somewhere—I quote from memory—that "the hand that will not grasp the sword will not long retain the sceptre". The quotation is of course a trifle absurd taken in connection with a humdrum business meeting, certainly no one proposes presenting us with either sword or sceptre but all the same gentlemen the underlying idea seems applicable and I recommend it to your consideration.

So f[illegible] few of the delegates who are staying at the same hotel as myself. Our aim has been not so much to get a majority on our side and a minority on the other side, as to frame a Resolution such as all the delegates can subscribe to with absolute loyalty to their masters, the Home Boards.

I hope and trust that we have succeeded in doing so, and that even lines like the East Indian and Assam-Bengal, who have General Strachey as the Chairman of their Boards, may be able to join in making the representations put forward.

Personally, I am unable to believe that our Boards, composed as they are of English gentlemen, will misunderstand our motives. I believe that whatever decision they may come to, they will thank us, not reproach us, for asking them to reconsider the matter.

Of course a certain amount of delay will be involved, but it will be small. I think that if the Resolution were accepted it might subsequently be proposed that the decisions of the Boards be considered at a postponed meeting to be held in Calcutta, say in February next. We would then know definitely and finally,—and finality is the great point,—where we stand, whether we had to go in for a Secretary on Rs. 250 or Rs. 2,500, his functions being so entirely dependent on the decision arrived at.

In conclusion I would strongly urge the great importance of the matter. I believe we are at the parting of the ways, and if we take what I believe is the wrong way, I don't think we shall ever get the chance of turning into the right way again.

Mr. C. Beckett also spoke as follows:—

I beg to second the proposal which has been so ably expanded by my friend—Colonel Burn Murdoch. I think it is unnecessary for me at present to add anything to what he has said.

Mr. Beckett was followed by Mr. W. Pendlebury who said :—

I think there is a great deal in what Colonel Burn Murdoch has put before us. In talking over this matter of rates and fares with many of the representatives of the various railways, there has appeared to be a feeling in their minds that their Boards might think that they were not acting loyally and that they might not like their asking them to reconsider the matter. All I have to say is that if it is their conviction that the Companies' interests will not suffer, then they ought to say so and vote for this proposal.

I feel confident that if our Boards of Directors, who are shrewd business men who have had experience of railway working, not only on their own Boards but on those of other railways both in England and India, knew that their representatives had such a feeling they would think that their officers ought to have the courage of their convictions, and let their Directors know what they felt. I should not like, if I were a Director, to have a Manager or Agent who had ideas on certain points but who did not care to express them simply because they were not the same as those of their Boards. I have had a very long experience of traffic working, and I have no hesitation in stating that I do not believe that if this Association is allowed to deal with questions of disputes as regards through rates and fares that anything will ever be done that will prove to be prejudicial to the interest of any railway in India. Bear in mind that this authority would be exercised by neutral parties, for no one should be allowed to vote who was concerned in the matter in dispute. Also that the questions would be decided by men of experience who are experts in railway traffic matters. I feel sure that the interests of the different Boards could be entrusted to the Association with the greatest safety. Not only would nothing prejudicial be done, but a great deal might be accomplished that would facilitate the working of railways. It is only a question of through rates; no one would, as I understand, interfere with the local rates of any railway company, so that as regards our own rates we would have supreme control.

In asking the representatives to support this proposal, I have to point out that all we ask is for the Directors to reconsider the particular point put forward by Government, and if they are satisfied with the assurance of their executive officers that no harm will result from the adoption of our views, to sanction what we propose. If the Boards do not agree with us then they will say so, and no harm will have been done except to delay the election of the President and permanent Secretary for two or three months.

Resolution No. 3.

The following amendment was proposed by Mr. F. T. Rickards and seconded by Mr. E. W. Stoney :—

That the Indian Railway Conference Association be now and is hereby formed under the rules framed by the Boards of Directors of the Companies' railways in India and that the latest views of Government be again placed before the Boards for favour of further consideration, with the enquiry whether they desire to reconsider the fundamental rules laid down by them in the direction of—

Firstly,—Empowering the Indian Railway Conference Association to consider and tender advice on questions involving rates which have general applicability, when referred to it by Government.

Secondly,—Extending the scope of its duties to the consideration of questions not directly concerned with traffic matters when referred to it by Government, or by railways, parties to the Association.

In proposing the amendment, Mr. Rickards spoke as follows :—

I am sorry to have to propose an amendment to Colonel Burn Murdoch's proposed Resolution, because, in the first place, I agree with the general aims and objects of his proposal.

I believe most of the representatives of the railways here hold it to be necessary that the views of Government, having been expounded [illegible] before the Boards, with the [illegible] how far the rules, under [illegible] with those views.

The old conference has now been done away with and Colonel Wilson, the President, has resigned. We are met here to create a new conference, and we have been given a set of rules under which we are to form ourselves into a Conference Association.

It seems to me that the proper thing to do is [illegible] begin to [illegible] we [illegible] give [illegible] way [illegible] them to alter [illegible]

As Colonel [illegible] propose to [illegible]

I do not think [illegible] that Government is going in for the [illegible] But as they have asked us to form an [illegible] Government, I think that the Boards, [illegible] them, may desire to meet the views of Government in respect to this matter. The rules, as framed by the Board, provide that six months' notice shall be given before a question is referred to the new Association. This enables every railway to consult its Board, and the extended powers that the Government propose to give this Association are really extended powers given to the Boards, because every railway will consult its Board before giving an opinion to the Government of India.

I therefore think that, if we put the Resolution in the form I suggest, we shall secure the same object as is desired by Colonel Burn Murdoch and that we shall be more likely to obtain success.

Mr. Stoney, in seconding the amendment, said :—

I have much pleasure in seconding this Resolution. It seems to me that the Boards at home have fully considered this matter, and having sent definite rules, we can hardly do as Colonel Burn Murdoch proposes in his Resolution to practically reject these rules *in toto*,———

Mr. Pendlebury, interrupting, said :—

We do nothing of the kind. I object to this remark. I am sure that no one is more desirous than I am to carry out the wishes of my Directors.

Mr. Stoney continued :—

and postpone forming the Indian Railway Conference Association pending further reference to our Boards. I think therefore that if our suggestions are put before the Boards in the manner in which they are put in this Resolution (by Mr. Rickards) they stand a better chance of being accepted than as proposed in the original Resolution.

Therefore I support the amendment, as I think it is put in a more tactful way than in the original Resolution.

Mr. R. S. Strachey said :—

(First sentence not heard.) Therefore I do not think we could do better than accept the Board's rules as sent out.

Mr. C. Beckett spoke as follows :—

MR. CHAIRMAN AND GENTLEMEN,

As Colonel Burn Murdoch has rightly remarked, we have come to a parting of the ways. What we have practically given us is an option by Government to accept what we may call Home Rule; or if we read between the lines of the late President's opening speech, we lay ourselves open to action being taken by Government to force upon us the views or opinions which they, or any Committee which they may appoint, hold as regards the administration of the railways of which we have charge under our Boards.

They approach us with Home Rule, practically with both hands; they hand it to us and say: "Here you are: we are quite prepared for the railways of India to, so far as may be, assist us and guide us with their opinions in the administration of their charges; if you don't accept the duties which we now offer you it is quite probable that we shall have to issue orders and instructions which you, under your contracts, are bound to follow."

Here Mr. Beckett was interrupted by Mr. W. A. Dring, who, addressing the Chair on a point of order, said :—

MR. CHAIRMAN,

The proposer and seconder of the Resolution have made their remarks in support of their Resolution, are they not now required merely to reply to the remarks of the proposer and seconder of the amendment?

The Chairman said :—

Strictly speaking that is so, but I thought the members would like to hear anything Mr. Beckett has to say.

Mr. Beckett continued :—

It has been stated by members here present that the proposal as put before the Association by Colonel Burn Murdoch and seconded by myself seems to indicate a want of loyalty, or apparent loyalty, or insubordination, to our Boards.

There I cannot agree. I take it that our Boards would be only too glad to have any suggestions put before them by their Agents in India as to the action which they may consider necessary for the Boards to take. Personally speaking I hold the view that my Board will be only too glad to have from me any opinions as to what action should be taken in what I may call the "impasse" at which we have arrived. Government ask us to do certain things, to accept a certain rôle, and our Boards not having full knowledge of the present circumstances under which we have put this Resolution, have sent out these Rules, prepared, as Colonel Burn Murdoch pointed out, practically by General Strachey and accepted by the other Boards *en bloc*.

The way I look at the question is that the Boards felt in considering the question put before them that it would be better—in fact, it was necessary—for them to send out to India some proposals in which unanimity was the principal object, and that, failing in that, it would be better to send none, and that, if none were sent, they practically stultified themselves.

Therefore they were prepared to accept any proposal which would gain that object.

We have now received the rules, and under the conditions at present existing I consider, as Colonel Burn Murdoch also did, that it would be better, in place of half measures, to state distinctly and exactly what our opinions are, and, if possible, to carry the Association or Conference with us.

It may be said half measures are better than none: I am of opinion that the Board would be better pleased to get a distinct statement from us as to what we consider to be the proper action to take, than to have sent to them anything in the shape of half measures, that will not assist them in coming to a conclusion, and that in the end they would be grateful to their Agents for attempting to obtain a distinct ruling or opinion from the Conference as to the measures which should be adopted.

With reference to the amendment which has been proposed, as far as I can understand it, it really attempts only half measures, and that is one reason why I now object to the form in which it is put.

Another reason is that it is proposed that the Indian Railway Conference Association be now formed. If we form the Railway Conference Association it is necessary for us to go further and elect a President and Secretary. As our late President,

however, pointed out in his opening speech, it is practically impossible for us to do this, as if we undertake only to carry on the Traffic Conference which existed until to-day, the question of the election of a Secretary is a very simple matter; anybody practically—a superior clerk—could undertake the duties of Secretary. If we are to undertake fully the duties which the Government of India press us to take, as I have said with both hands, we must have a fully qualified individual, and we shall have to pay him well. In addition to that it is quite possible we shall have to appoint an under-study to that Secretary to carry on the work in case of anything happening to him.

The difference between the two proposals is therefore large. Our duties towards the Boards are fully protected, as in the original proposals that were put before us, it was suggested that six months' notice should be given by Government or by any railways, parties to the Association, of any proposal which was to come up for discussion. And, again, three months' notice should be given by the Secretary to the Railways, Members of the Association. In that three months it would be possible for the Agents of the railways to place before their Boards their views and to obtain their Boards' detailed instructions, if necessary, as to the action which the Boards considered their Agents should take when the matter came up before the Association. Our Board's interests therefore are fully protected. I for one have absolutely no desire to go against my Board. I consider I show my loyalty in the best possible way by acting as I consider they would have me act in the altered conditions under which this matter has now come before us.

It has been said that Government have given us absolutely no indication of the action which they propose to take should we decline the splendid offer which they have made us.

With that I cannot agree. Reading between the lines of the printed speech of our late President, I think we can gather distinctly what Government intend to do.

What they intend to do is this, I take it. They will say "We have made you an offer; if you decline to accept this offer, the only option that remains to us is to work without your advice and without asking your advice, entirely, as we or our advisers may consider best from a Government point of view. And this is what we intend to do. We are not satisfied with the way in which the Conference has dealt with matters hitherto; we do not consider that the Conference has had sufficient powers, nor do we consider that the powers it has attempted to obtain have been sufficient in anyway. It has been a case of go as you please; if you choose to accept the Resolutions passed by the Conference, you are bound by them, if you do not accept them, you are not bound by them."

"This has led to a certain amount of confusion which we, as the Government of India, are not prepared to allow to continue. We, as the senior partners in practice of the railways in India, have a very distinct interest in saying what railways shall do in all questions, and we intend, if you won't form a Consultative or Advisory Committee, as we have suggested, to use the powers which we have."

I consider the amendment, as put before us, does not go far enough. What we should do is to give our Boards some basis to work upon, and in the original Resolution it was proposed that a sub-committee should be appointed and should draft certain proposals and rules and accept as far as possible the rules already accepted by the Boards at home.

Then the following conversation took place.

Mr. R. S. Strachey.—Is that in order?

Chairman.—Try and confine your remarks more to the amendment, please, Mr. Beckett.

Mr. C. Beckett.—I would suggest that an addition be made to the amendment.

Chairman.—I think we should take it as it stands.

Mr. C. Beckett.—On the grounds I have stated I oppose the amendment placed before the Association.

Mr. W. A. Dring.—Mr. Chairman, would it be allowed us, after Mr. ckett has gone rather beyond the matters contained in the amendment, to ke a few remarks in answer to Mr. Beckett.

Chairman.—I am afraid not.

Mr. R. S. Strachey.—I only wish to say that I understood the discussion on the original proposal was over. I would otherwise have been tempted to make a few remarks.

Lieut.-Col. J. Burn Murdoch, R. E., then addressed the meeting as follows :—

I propose, Mr Chairman, to confine my remarks solely and entirely to the amendment. And first of all I must preface them with an acknowledgment of the courtesy with which the mover of the amendment has spoken, and also to express my satisfaction in noting that from the remarks both of the proposer and seconder it seems we are all very much in agreement, as to our ultimate aims.

The idea seems to be that the original proposal was put forward in too crude a form. The proposer of the amendment "in expressing his agreement with the aims and objects of Colonel Burn Murdoch" said he would like to put things in a different way. The seconder expressed the same idea somewhat more forcibly; he said that he thought the Boards had finally settled the matter, and that it would be disloyalty on our part to reject the rules as sent out by them. I entirely disagree with that. I believe the original proposal as put forward is an honest and fair way of putting the thing and moreover is in manner strictly correct.

I don't think I need say anything more than refer to one important and material point referred to by the proposer of the amendment.

He said that as Colonel Wilson had resigned, we must before we could do any business, form a new Association; otherwise he said there would be a sort of *interregnum*. Now, gentlemen, this difficulty can be overcome, and that simply by doing what I hinted at, that is that the final discussion of the Board's orders be held in Calcutta in January next and that in the meantime our late President, Colonel Wilson, be asked to continue as President.

That would mean a couple of months' delay, and during these two months we would be on the same footing as before.

The Chairman, in concluding the discussion, said :—

I think, gentlemen, there is nothing left for me to say. I would simply ask the Association to divide now on the proposals.

The voting was as follows :—

Ayes—55 votes.

	Votes.
Assam-Bengal ry. (R. S. Strachey) .	3
Bengal and North-Western, Bengal Central and Bengal Dooars rys. (E. A. Neville)	8
Bombay, Baroda and Central India ry. (W. Harvey)	9
Calcutta Port Commissioners' ry. (W. A. Dring)	1
East Indian ry. (J. Douglas) . .	10
Great Indian Peninsula ry. (F. T. Rickards)	10
Madras ry. (E. W. Stoney) . .	7
Rohilkund and Kumaon ry. (J. Robb)	2
South Indian ry. (A. D. G. Shelley) .	5

Noes—32 votes.

	Votes.
Bengal-Nagpur ry. (C. Beckett) .	7
Jodhpur-Bikaner ry. (W. Home) .	3
Nizam's Guaranteed State rys. (W. Pendlebury)	4
Oudh and Rohilkhand and Eastern Bengal State rys. (H. P. Burt) .	12
Southern Mahratta ry. (J. Burn Murdoch)	6

[Burma railways (Captain W. A. S. Kincaid, R.E.), North Western railway (Mr. S. Finney) did not vote.]

The amendment *was carried.*

Proposed by Major A. D. G. Shelley, R.E., seconded by Captain W. A. S. Kincaid, R.E.:— Resolution No. 4.

That a sub-committee be formed to consider what modifications in the fundamental rules are necessary in [illegible]

Major A. D. G. Shelley, R.E., spoke in support of his proposal as follows:—

This proposition is a necessary corollary to the amendment which has just been carried. Reference to a sub-committee will enable proposals to be formulated which, after consideration in full conference, can be [illegible] in a position to decide definite issues. I [illegible] asking a sub-committee to draw up a [illegible] discharged by the Association we are going too far. I think this view is somewhat over-cautious, for the proposals of a sub-committee are binding on no one, and it is always open for the full conference to reject any recommendation of the sub-committee.

The voting was as follows:—

Ayes—100 votes.	Votes.	*Noes—Nil.*	Votes.
Bengal and North-Western, Bengal Central and Bengal Dooars rys. (E. A. Neville)	8		
Bengal-Nagpur ry. (C. Beckett)	7		
Bombay, Baroda and Central India ry. (W. Harvey)	9		
Burma rys. (W. A. S. Kincaid)	6		
Calcutta Port Commissioners' ry. (W. A. Dring)	1		
East Indian ry. (J. Douglas)	10		
Great Indian Peninsula ry. (F. T. Rickards)	10		
Jodhpur-Bikaner ry (W. Home)	3	*Nil*	
Madras ry. (E. W. Stoney)	7		
Nizam's Guaranteed State ry. (W. Pendlebury)	4		
North Western ry. (S. Finney)	10		
Oudh and Rohilkhand and Eastern Bengal State rys. (H. P. Burt)	12		
Rohilkund and Kumaon ry. (J. Robb)	2		
Southern Mahratta ry. (J. Burn Murdoch)	6		
South Indian ry. (A. D. G. Shelley)	5		

[Assam-Bengal railway (Mr. R. S. Strachey) did not vote]

The proposal *was carried.*

The President proposed and it was agreed unanimously that the two sub-committees referred to in Resolutions Nos. 2 and 4 respectively should consist of the following gentlemen:— Resolution No. 5.

Sub-committee referred to in Resolution No. 2, (Sub-committee No. 2.)

Mr. E. W. Stoney	*Chairman.*
„ H. P. Burt	*Members.*
„ W. Home	*Members.*
„ R. S. Strachey	*Members.*
„ A. M. Clark	*Secretary.*

Sub-committee referred to in Resolution No. 4, (Sub-committee No. 1.)

Mr. S. Finney	... ...	*Chairman.*
„ J. Douglas	... ...	*Members.*
„ F. T. Rickards	... ...	
„ W. Harvey	... ...	
Lt.-Col. J. Burn Murdoch, R.E.	... ...	
Major A. D. G. Shelley, R.E.	... ...	
Mr. E. A. Neville	... ...	
„ C. Beckett	... ...	
„ A. W. U. Pope	... ...	*Secretary.*

[Adjourned *sine die* pending receipt of the reports of the sub-committees.]

Wednesday, the 28th October 1903, 14 45 o'clock.

The following were present :—

PRESIDENT:

Manager, North Western railway, S. FINNEY, ESQ.

SECRETARY:

Traffic Superintendent, Oudh and Rohilkhand railway, A. W. U. POPE, ESQ.

DELEGATES:

Assam-Bengal railway	R. S. STRACHEY, Esq	*Agent.*
Bengal and North-Western railway.	E A. NEVILLE, Esq.	*Acting Agent.*
Bengal Central railway / *Bengal Dooars railway*	E. A. NEVILLE, Esq.	*Acting Agent, Bengal and North-Western railway.*
Bengal-Nagpur railway	C. BECKETT, Esq.	*Acting Agent and Chief Engineer*
Bombay, Baroda and Central India railway.	W. HARVEY, Esq.	*Acting Agent.*
Burma railways	CAPT. W. A. S. KINCAID, R E.	*Agent.*
Calcutta Port Commissioners' railway.	W. A. DRING, Esq.	*A Port Commissioner.*
Eastern Bengal State railway	H. P. BURT, Esq.	*Manager, Oudh and Rohilkhand railway.*
East Indian railway	J. DOUGLAS, Esq.	*Agent.*
Great Indian Peninsula railway.	F. T. RICKARDS, Esq.	*Deputy Agent.*
Jodhpur-Bikaner railway	W. HOME, Esq.	*Manager.*
Madras railway	E. W. STONEY, Esq.	*Acting Agent and Manager.*
Nizam's Guaranteed State railway	W. PENDLEBURY, Esq.	*Agent and Manager.*
Oudh and Rohilkhand railway	H P BURT, Esq.	*Manager.*
Rohilkund and Kumaon railway	J. ROBB, Esq	*Acting Agent and Chief Engineer.*
Southern Mahratta railway	LT.-COL. J BURN MURDOCH, R. E.	*Agent.*
South Indian railway	MAJOR A. D. G. SHELLEY, R.E.	*Agent.*

The following officers also attended the meeting :—

Bengal and North-Western railway.	J. WALKER, Esq	*Traffic Manager.*
Bengal-Nagpur railway	A. M CLARK, Esq.	*Acting Traffic Manager.*
Bombay, Baroda and Central India railway.	C A R. CROMMELIN, Esq.	*General Traffic Manager*
Great Indian Peninsula railway.	A. C RUMBOLL, Esq.	*Acting General Traffic Manager.*
Madras railway.	D. ROSS JOHNSON, Esq.	*Traffic Manager.*
North Western railway	BT LT-COL. C H COWIE, R.E	*Deputy Manager.*
	C. J. KEENE, Esq, C I E.	*Offg. Traffic Superintendent*
Southern Mahratta railway	W. B WRIGHT, Esq	*Traffic Manager*
South Indian railway	T. J. MCCLOUGHIN, Esq.	*Acting Traffic Manager.*

The proceedings of the meetings held on the 26th October 1903 were read and confirmed.

Resolution No. 6.

The proceedings of Sub-committee No. 2 having been submitted by its Chairman, Mr E. W. Stoney, it was unanimously agreed to accept the resolutions therein embodied, *vide* Appendix No. 2.

In presenting the proceedings, Mr. E. W. Stoney spoke as follows:—

1. In presenting to the Conference the report of Sub-committee No. 2, a few words in explanation of the resolutions arrived at seem desirable.

2. The first point for consideration and discussion was by whom should the proposed prizes for essays be given, by Government, or by the Indian Railway Conference Association; as on this depends to a large extent our decisions concerning the value of these prizes, how and by whom the subjects for these should be selected, and by whom the essays should be judged, and those selected for prizes determined.

3. Our proposal that the funds for prizes shall be provided by the Indian Railway Conference Association simplifies working, allows of more elasticity, and the more ready alteration of rules from time to time as may be found necessary.

4. It was considered desirable, at all events at first, to throw the competition for these prizes open to all Railway employés, and not to confine it to officers, with the object of encouraging subordinates to think for themselves, and take an intelligent interest in their work and problems connected therewith.

For similar reasons an age limit has been omitted, as it was considered that senior officers were not likely to compete; their time being fully occupied with every-day duties, while if an age limit were fixed it might possibly bar junior officers and others, who had risen from subordinate positions, and were therefore older than men who began their careers as officers.

5. Our proposals for obtaining suitable subjects for essays will, it is considered, ensure a wide variety to make the final selection from, and will offer, it is hoped, equal opportunities for distinction to the members of each of the four great Railway Departments, Engineering, Traffic, Locomotive and Accounts, to win the prizes offered.

The money value of these has been fixed with a view to make it worth the while of junior officers and clever subordinates to compete, in addition to which is the further incentive that the winners will become specially distinguished, and so marked for early advancement

6. We have proposed leaving the final selection of the eight subjects to the President and the Secretary of the Indian Railway Conference Association with whom will also rest the making of arrangements for judging the essays.

[Adjourned to Thursday, the 29th October 1903, at 14-45 o'clock.]

Thursday, the 29th October 1903, 14-45 o'clock.

The following were present :—

PRESIDENT :

Manager, North Western railway, S. FINNEY, Esq.

SECRETARY :

Traffic Superintendent, Oudh and Rohilkhand railway, A. W. U. POPE, Esq.

DELEGATES :

Assam-Bengal railway	R S STRACHEY, Esq.	*Agent.*
Bengal and North-Western railway.	E. A. NEVILLE, Esq.	*Acting Agent*
Bengal Central railway / *Bengal Dooars railway*	E. A. NEVILLE, Esq.	*Acting Agent, Bengal and North-Western railway.*
Bengal-Nagpur railway	C. BECKETT, Esq.	*Acting Agent and Chief Engineer*
Bombay, Baroda and Central India railway.	W. HARVEY, Esq.	*Acting Agent.*
Burma railways	CAPT W. A. S. KINCAID, R.E.	*Agent.*
Calcutta Port Commissioners' railway.	W. A. DRING, Esq.	*A Port Commissioner.*
Eastern Bengal State railway	H. P. BURT, Esq.	*Manager, Oudh and Rohilkhand railway.*
East Indian railway	J DOUGLAS, Esq.	*Agent.*
Great Indian Peninsula railway	F. T. RICKARDS, Esq.	*Deputy Agent.*
Jodhpur-Bikaner railway	W. HOME, Esq.	*Manager.*
Madras railway	E. W STONEY, Esq.	*Acting Agent and Manager.*
Nizam's Guaranteed State railway.	W. PENDLEBURY, Esq.	*Agent and Manager.*
Oudh and Rohilkhand railway	H. P. BURT, Esq.	*Manager.*
Rohilkund and Kumaon railway	J. ROBB, Esq.	*Acting Agent and Chief Engineer.*
Southern Mahratta railway	LT.-COL J. BORN MURDOCH, R.E.	*Agent.*
South Indian railway	MAJOR A. D. G. SHELLEY, R E.	*Agent.*

The following officers also attended the meeting :—

Bengal and North-Western railway.	J. WALKER, Esq.	*Traffic Manager.*
Bengal-Nagpur	A. M. CLARK, Esq.	*Acting Traffic Manager.*
Bombay, Baroda and Central India railway.	C. A. R. CROMMELIN, Esq.	*General Traffic Manager.*
Great Indian Peninsula railway	A. C RUMBOLL, Esq.	*Acting General Traffic Manager.*
Madras railway	D. ROSS-JOHNSON, Esq.	*Traffic Manager.*
North Western railway	BT LT.-COL. C. H. COWIE, R.E	*Deputy Manager.*
	C. J. KEENE, Esq., C.I E.	*Offg. Traffic Snperintendent.*
Southern Mahratta railway	W. B. WRIGHT, Esq.	*Traffic Manager.*
South Indian railway	T. J. MCCLOUGHIN, Esq.	*Acting Traffic Manager*

The proceedings of the meeting held on the 28th October 1903 were read and confirmed.

Resolution No. 7.

Proposed by Lieutenant-Colonel J. Burn Murdoch, R. E., seconded by Mr. W. Harvey :—

That the proceedings of Sub-committee No. 1 (*vide* Appendix No. 1) be accepted.

Amendment proposed by Mr. F. T. Rickards :—

That the amendment to the preamble and Rule II be rejected and the addition of Clause I (*d*) be accepted.

The amendment was lost, as no seconder offered.

Then Mr. R. S. Strachey spoke as follows :—

Mr. Chairman and Gentlemen,

I have very little doubt there will be practical unanimity in accepting the rules which have been drawn up by the Sub-committee. I don't know whether they represent the views of the Sub-committee.

From the terms of the Resolution it seems to me that these do not necessarily represent the views of anyone here and are merely our expression of what we understand are the wishes of the Government.

My instructions in regard to these rules consist of five lines; I may mention that what I say represents my own views. I was merely told to attend the Conference or send a Delegate.

My whole information regarding the matter which I possess is drawn from papers which are before the Conference.

The rules which the Board have sent out are styled "fundamental rules" and are undoubtedly absolutely clear. What we are now doing is drawing out a second set of fundamental rules; they are entirely different; there are new principles introduced. I wish, by the way, to congratulate Colonel Burn Murdoch and Mr. Beckett on having earlier in the Conference stated their views unmistakably.

I am entirely at a loss to understand what views several other lines take.

Omitting the preamble I should like to refer to the first alteration which came before the Sub-committee, namely, the interpretation put on the Board's Rule I (*b*). It is to the effect that Government has to be the channel of communication between the public and the Conference.

That does not seem to be a sound proposition.

If the Association is to be a strong body, which everybody hopes it will, it will be master of its own policy and when a matter is referred to it will say "no" if it does not wish to discuss it. I think it will only weaken the position of the Conference by requiring that a communication from the public should be made through Government. In my opinion it will give rise to a difficult situation.

Some public body may be interested in a matter and Government may not wish it to be referred to the Conference, at the same time the Conference may wish to have the official opinion of that body conveyed to it without any impetus from the direction of Government.

A matter may be referred through Government. Government may send it to the Conference and the Conference may wish, or not wish, to deal with it. Forwarded through Government, it seeems to me that the Conference will have to consider it. Thus Government may press for a formal opinion on some matter or other the public are interested in, the Conference may give us opinion and Government may accept that opinion and reply to the public body. That will close the matter for the time being, but if the matter is of urgent public importance it will be brought up again and Government may then have to give a decision in the matter contrary to the opinion already expressed by the Conference Association.

The public has certain statutory rights and we are the servants of the public; if Government is addressed in a matter the responsibility rests with Government. I think the public will not allow the Government to seek the support of the Conference Association in a matter of this kind. It would lead to jealousy on the part of the public of the position of the Conference Association, and its influence will be weakened and it will not command the confidence of the public which it ought to hold.

It seems to me that Government must accept full responsibility in a matter when they are accountable to the public without consulting us.

If the present constitution of Government is not considered satisfactory, the remedy seems to be to constitute a Railway Board, not Mr. Robertson's Board, which is a very drastic affair, as no doubt we all realise.

Mr. Robertson has proposed a Board which is responsible only to the Secretary of State, on the same footing as the Judges in this country; it will not be subject to any influence of the Government of India. The Government of India will only advise the Secretary of State. I do not refer to this Board, but a Board of Government officers which would replace the present administration in the Secretariat.

A Board of that kind will, it seems to me, be quite strong enough to settle questions that will arise between Railways and the Government. If they cannot do so, we have to go to the Railway Act and a Railway Commission will have to be constituted.

A Railway Commission has never yet been called up, neither the Boards nor Government wish to see it called up. I am quite sure if the public find that there is an alliance between Government and any Association, a Railway Commission will be called up sooner or later and it will be unsatisfactory for ourselves and Government.

The second matter I refer to is stated in No. I (*d*) of the amended rules. In this the Association may be considered a consultative body, in matters of rates. This in my opinion is the first step in the direction of inviting Government to take a share in the direct administration of Companies' railways.

In important matters of railway working we are bound to refer to the Boards in the first place, and I cannot see how any Board can approve of a system which invites us in such matters to take the initiative in consultation with the Government of India.

[illegible]

The Government urged the gravity of financial considerations and the importance to Government of the revenue from railways.

The Secretary of State however would not admit this argument, but brushed aside the financial question and emphatically said that railways were to be allowed to *settle their rates* by competition. Those rates were henceforth regarded as on the English principle as maxima rates The Secretary of State thought that self-interest would prevent an unreasonable reduction of rates.

Then the following conversation took place:—

Chairman.—Mr. Strachey, I wish you would confine yourself to the point at issue. This really seems to be a discussion of railway policy.

Mr. Strachey.—It seems necessary to illustrate the grounds on which the Boards have sent us these rules.

Mr. W. Pendlebury.—I don't think we can go into all these questions.

Mr. E. A. Neville.—I don't think we are making any recommendations to the Boards regarding the rules, there is simply a hypothetical case in question where in certain circumstances the Boards desire to meet the wishes of Government and the changes that will be necessary.

Mr. Strachey.—Mr. Beckett gave a long speech on the first occasion and as I did not speak then I should like to say now what I had meant to say.

Chairman.—I don't wish to interrupt you in anything you have to say, but I merely ask you to speak to the point. Will you proceed?

Mr. Strachey continued:—

[illegible] ruled that financial con-[illegible]ller of Railways must not [illegible] that Government should only interfere in extreme cases. Since then minima rates have been fixed. Mr. Robertson has said that railways are to be developed on commercial lines. I do not think Government and the Railway Association are to be in league to keep up rates as appears to be the intention.

Both in regard to this matter of rates and in the other matters before referred to, Government will have to accept responsibility.

Colonel Burn Murdoch has referred to the sceptre which is being offered to us and urged that we should accept it; it seems to me very much as though the Government of India were asking us to wield the sword in its behalf; whether they really intend to offer the sceptre or not I don't know; the public will insist on the sceptre remaining in the hands of Government, and it seems to me that the usurping of the functions of Government by the Association will be resented by the public and will weaken the position of the Association.

Here Mr. Strachey was interrupted by Mr. Pendlebury who remarked :—

This is only your opinion.

Mr. Strachey then continued :—

In conclusion I will only say that I am animated in my remarks by no antagonistic spirit towards Government. I recognize the excellent work done by Government in the matter of railways. The Association should be formed to recognize the responsibility of the Boards, the interest of the share-holders and the claims of the public and to act in sympathy with the Government as far as the conditions permit.

Recollect at the last Conference in Calcutta there was a great matter of principle under discussion in Committee of the full Conference for several days; on the day the matter was decided in full Conference, delegates for the most part went round and reversed the principle which had been settled almost unanimously by the Committee.

I hope some members of the Committee will consider this incident and be inclined to regard it as a desirable precedent.

Lieutenant-Colonel J. Burn Murdoch, R.E., remarked :—

I would like to correct what I think is a misunderstanding on the part of Mr. Strachey. I think he said that the Boards would not like matters being settled out here by their Agents without reference.

Mr. Strachey.—I said discussion with the Government of India before being discussed by their Boards at home.

Lieutenant-Colonel J. Burn Murdoch, R.E., continued :—

Mr. Strachey is afraid that the Boards will resent a procedure which would allow of matters being discussed between the Association and Government before the Boards have had their say. Mr. Strachey has probably not had time to go into our suggested Rule II which says "Any railway may claim, if it considers it necessary, sufficient notice to enable it to refer the question to its Board."

Then Mr. J. Douglas added :—

After the lengthy remarks you have listened to I am sorry to trouble you with any more. I think, however, there is some misapprehension that can be removed.

I understand that so far what has been done is to form the new Association with the rules as accepted in England as defining its functions. Further we have put forward certain suggestions for the consideratoin of our Boards.

It seems to me that what we have done is in no way whatever opposed to the apparent objections which are being taken. The rules sent out to us have been accepted for the guidance of the Association, and we shall continue to act upon them until they are altered by proper authority.

In view of all the circumstances we had to consider, it is, I think, impossible that we could do less than we have done and that it only remains now for us to accept the recommendations of the Sub-committee.

Mr. W. Harvey terminated the discussion by saying :—

I would wish to draw attention to the fact that, when bringing forward Resolution 2 of Sub-committee No. 1, I spoke almost exactly in the words of Mr. Douglas that I did not wish in any way to alter the rules given us by the Board, but that my suggestion was, and any votes I might give would be simply with the view of indicating how the suggestions of Government might be embodied in the rules of the Board.

The original proposal was then voted on :—

Ayes—90 votes.	Votes.	*Noes—3 votes.*	Votes.
Bengal and North-Western, Bengal Central and Bengal Dooars rys . (E. A. Neville)	8	Assam-Bengal ry. (R. S. Strachey)	3
Bengal-Nagpur ry. (C. Beckett)	7		
Bombay, Baroda and Central India ry. (W. Harvey)	9		
Burma rys. (W. A. S. Kincaid)	6		
Calcutta Port Commissioners' ry. (W. A. Dring)	1		
East Indian ry. (J. Douglas)	10		
Jodhpur-Bickaner ry. (W. Home)	3		
Madras ry. (E. W. Stoney)	7		
Nizam's Guaranteed State rys. (W. Pendlebury)	4		
North Western ry. (S Finney)	10		
Oudh and Rohilkhand and Eastern *Bengal State rys.* (H. P Burt)	12		
Rohilkund and Kumaon ry. (J. Robb)	2		
Southern Mahratta ry. (J. Burn Murdoch)	6		
South Indian ry. (A. D. G. Shelley)	5		

[Great Indian Peninsula railway (Mr. F. T. Rickards) did not vote].

The original proposal *was carried.*

Proposed by Mr. W. Pendlebury, seconded by Mr. J. Douglas :— Resolution No. 8

That there shall be an annual general meeting of the Association at such date and place

The proposal *was carried unanimously.*

Proposed by Mr. W. Pendlebury, seconded by Lieutenant-Colonel J. Burn Murdoch, R. E.— Resolution No. 9.

That a meeting of the Association be held in Calcutta on Monday, the first day of February 1904, to take such further action as may be required by the decisions come to by the various Boards.

The proposal *was carried unanimously.*

Proposed by Lieutenant-Colonel J. Burn Murdoch, R. E., seconded by Mr. C. Beckett :— Resolution No. 10.

That, in submitting for the consideration of the Boards the alterations thought necessary to meet the wishes of Government, it be respectfully suggested that any alterations and improvements in matters of detail might be dealt with by the next meeting of the Association.

The voting was as follows :—

Ayes—47 votes.	Votes.	*Noes—Nil.*	Votes.
Bengal and North-Western, Bengal Central and Bengal Dooars rys. (E. A. Neville)	8		
Bengal-Nagpur ry. (C. Beckett) .	7		
Bombay, Baroda and Central India ry. (W. Harvey)	9		
Burma rys. (W. A. S. Kincaid) . .	6	*Nil.*	
Nizam's Guaranteed State rys. (W. Pendlebury)	4		
Rohilkund and Kumaon ry. (J. Robb) .	2		
Southern Mahratta ry. (J. Burn Murdoch)	6		
South Indian ry. (A. D. G. Shelley) .	5		

[Assam-Bengal railway (Mr R. S. Strachey), Calcutta Port Commissioners' railway (Mr. W. A. Dring), East Indian railway (Mr. J. Douglas), Great Indian Peninsula railway (Mr. F. T. Rickards) Jodhpur-Bikaner railway (Mr. W. Home), Madras railway (Mr. E. W. Stoney), North Western railway (Mr. S. Finney), Oudh and Rohilkhand and Eastern Bengal State railways (Mr. H. P. Burt) did not vote].

The proposal *was carried.*

Resolution No 11.

Proposed by Mr. H. P. Burt, seconded by Mr. W. Pendlebury :—

That a cordial vote of thanks be given to Mr. H. S. Harington, Agent and Chief Engineer, Kalka-Simla railway, for the kind and comfortable arrangements made by him for the transport, up and down, of the delegates.

Carried unanimously.

Resolution No. 12.

Proposed by Mr. F. T. Rickards, seconded by Mr. J. Douglas :—

That in accordance with paragraph 2 of the preamble to the Rules we proceed to elect a President from the representatives of the Administrations comprising the Association, and that for the coming year Mr. S. Finney, Manager, North Western railway, be elected President, and that Government be asked to allow Mr. A. R. Jacobson, Officiating Under Secretary, Government of India, Public Works Department, Railways, to act as temporary Secretary on an allowance of Rs. 250 per mensem to be paid by the Association.

Carried unanimously.

[Adjourned to Friday, the 30th October 1908, at 12 o'clock.]

Friday, the 30th October 1903, 12 o'clock.

The following were present:—

PRESIDENT:

Manager, North Western railway, S. FINNEY, ESQ.

SECRETARY:

Traffic Superintendent, Oudh and Rohilkhand railway, A. W. U. POPE, ESQ.

DELEGATES:

Assam-Bengal railway	R. S. STRACHEY, Esq.	*Agent.*
Bengal and North-Western railway.	E. A. NEVILLE, Esq.	*Acting Agent.*
Bengal Central railway / *Bengal Dooars railway*	E. A. NEVILLE, Esq.	*Acting Agent, Bengal and North-Western railway.*
Bengal-Nagpur railway	C. BECKETT, Esq.	*Acting Agent and Chief Engineer.*
Bombay, Baroda and Central India railway.	W. HARVEY, Esq.	*Acting Agent.*
Burma railways	CAPT. W. A. S. KINCAID, R.E.	*Agent.*
Calcutta Port Commissioners' railway.	W. A. DRING, Esq.	*A Port Commissioner.*
Eastern Bengal State railway	H. P. BURT, Esq.	*Manager, Oudh and Rohilkhand railway.*
East Indian railway	J. DOUGLAS, Esq.	*Agent.*
Great Indian Peninsula railway	F. T. RICKARDS, Esq.	*Deputy Agent.*
Jodhpur-Bikaner railway	W. HOME, Esq.	*Manager.*
Madras railway	E. W. STONEY, Esq.	*Acting Agent and Manager.*
Nizam's Guaranteed State railway.	W. PENDLEBURY, Esq.	*Agent and Manager.*
Oudh and Rohilkhand railway	H. P. BURT, Esq.	*Manager.*
Rohilkund and Kumaon railway	J. ROBB, Esq.	*Acting Agent and Chief Engineer.*
Southern Mahratta railway	LT.-COL. J. BURN MURDOCH, R.E.	*Agent.*
South Indian railway	MAJOR A. D. G. SHELLEY, R.E.	*Agent.*

The following officers also attended the meeting:—

Bengal and North-Western railway.	J. WALKER, Esq.	*Traffic Manager.*
Bengal-Nagpur railway	A. M. CLARK, Esq.	*Acting Traffic Manager.*
Bombay, Baroda and Central India railway.	C. A. R. CROMMELIN, Esq.	*General Traffic Manager.*
Great Indian Peninsula railway	A. C. RUMBOLL, Esq.	*Acting General Traffic Manager.*
Madras railway	D ROSS-JOHNSON, Esq.	*Traffic Manager.*
North Western railway	BT. LT.-COL. C H. COWIE, R.E.	*Deputy Manager.*
	C. J. KEENE, Esq., C.I.E.	*Offg. Traffic Superintendent.*
Southern Mahratta railway	W. B. WRIGHT, Esq.	*Traffic Manager.*
South Indian railway	T. J. MCCLOUGHIN, Esq.	*Acting Traffic Manager.*

The proceedings of the meeting held on the 29th October 1903 were read and confirmed.

Resolution No. 13.

Proposed by Mr. W. Pendlebury, seconded by Mr. E. A. Neville :—

That a bonus of Rs. 100 be given to Babu S. C. Lahiri in charge of the printing work of the Association for the efficient manner in which he has performed his duties, and the President be authorised to expend such sums as he sees necessary for office expenditure and other contingencies, such expenditure to be passed at the next meeting of the Association.

Carried unanimously.

The President then stated that he would submit to Government the Proceedings of the Association and ask for their approval to the alterations in the rules as printed in the annexure to Appendix 1 and draw their particular attention to Resolution No. 10 in which reference is made to the views of Government regarding them.

No dissent.

Resolution No. 14.

Proposed by Mr J. Douglas, seconded by Lieutenant-Colonel J. Burn Murdoch, R E. :—

That a cordial vote of thanks be accorded to Mr. S. Finney, the Chairman, and to Mr. A. W. U. Pope, the Secretary, for the very able and efficient manner in which they have conducted the duties of the meeting.

Carried unanimously amid applause.

In proposing the vote of thanks, Mr. Douglas spoke as follows :—

Gentlemen, I ask you to accord a very cordial vote of thanks to Mr. Finney, our Chairman, and to Mr. Pope, the Secretary, for the very able and efficient manner in which they have conducted the duties of the meeting (Hear, Hear).

I would like to add that I think we are to be congratulated in the appointment of an Officer of Mr. Finney's wide experience and ability as President of the new Association (Hear, Hear).

The Chairman, in replying to the vote of thanks, said :—

Gentlemen, I beg to thank you on behalf of Mr. Pope and myself for the Resolution which you have just accepted and also for the trouble you have taken in coming here and for the attention you have given to the subjects dealt with; they are few in number, but the importance of some of them appears to me to be considerable.

Colonel Wilson has dealt at length with the question of the extension of the powers of the Conference, and I feel sure that the proposals and suggestions which we are sending home will receive adequate and, I trust, sympathetic consideration at the hands of the Boards (Hear, Hear).

With these remarks, Gentlemen, I will bring the proceedings to an end.

A. W. U. POPE,
Secretary.

S. FINNEY,
Chairman.

APPENDICES.

APPENDIX No. 1.

Vide Resolutions Nos. 4 and 5 of the meeting of the Indian Railway Conference Association held on the 26th October 1903.

Proceedings of Sub-Committee No. 1 held on the 27th, 28th and 29th October 1903.

1st meeting at 11 A. M., on the 27th October 1903.

With reference to Resolutions Nos 3, 4 and 5 of the meeting of the Indian Railway Conference Association held on the 26th October 1903, the Sub-Committee met at 11 A. M.

All the members were present.

The following officers also attended :—

Bt.-Lieutenant-Colonel C. H. Cowie, R.E.

Mr. A. C. Rumboll.

" C. A. R. Crommelin.

" J. Walker.

" T. J. McCloughin.

" W. A. Dring.

" W. B. Wright.

After discussion it was decided to read the rules and discuss them *seriatim.*

Mr A. W. U. Pope, the Secretary, proceeded to read the rules.

Preamble.—Consideration postponed.

Rule I (a).—Proposed by Mr. F. T. Rickards and seconded by Mr. J. Douglas :—

That no alteration to Rule I (a) is needed in order to meet the wishes of Government.

Amendment proposed by Mr. W. Harvey and seconded by Lieutenant-Colonel J. Burn Murdoch, R.E. :— Resolution No. 1.

That all the words after the word "administration" in line 6 be omitted.

The amendment was voted on :—

Ayes.		*Noes.*	
Mr. C. Beckett	1	Mr. E. A. Neville	1
Mr. W. Harvey	1	Mr. J. Douglas	1
Lieut.-Col. J. Burn Murdoch, R.E.	1	Mr. F. T. Rickards	1
	3	Mr. S. Finney	1
		Major A. D. G. Shelley, R.E.	1
			5

The amendment *was lost.*

The original proposal was then voted on :—

Ayes.		*Noes.*	
Mr. E. A. Neville	1	Mr. C. Beckett	1
Mr. J. Douglas	1	Mr. W. Harvey	1
Mr. F. T. Rickards	1	Lieut.-Col. J. Burn Murdoch, R.E.	1
Mr. S. Finney	1		3
Major A. D. G. Shelley, R.E.	1		
	5		

The original proposal *was carried.*

Resolution No. 2.

Rule I (b).—Proposed by Mr. W. Harvey and seconded by Major A. D. G. Shelley, R.E. :—

That no alteration is needed to Rule I (*b*) to give effect to the wishes of Government, it being understood that public bodies are not precluded from referring to the Association through Government.

The proposal *was voted on and carried unanimously.*

Resolution No. 3.

Rule I (c).—Proposed by Mr. J. Douglas and seconded by Mr. F. T. Rickards :—

That Rule I (*c*) stand and that the following be suggested as an addition as Rule I (*d*) :—

Similarly, at the instance of Government, the Association may consider any questions involving rates which have general applicability and tender advice to Government regarding the same.

The proposal *was carried unanimously.*

Mr. S. Finney drew the attention of the Committee to the instructions of the Association contained in the second part of Resolution No. 3 and pointed out the necessity for provision being made for the same in the rules.

Mr. F. T. Rickards stated that, with reference to Mr. Finney's remark, he would suggest for the consideration of the Sub-Committee that the preamable to Rule I and Rule I (*b*) sufficiently provide for the requirements of Government as indicated in Resolution No. 3 passed yesterday, the words "management of traffic interchanged between railways" being sufficiently all-embracing to include such matters as are indicated in paragraph 6 of Colonel Wilson's address.

Resolution No. 4.

Lieutenant-Colonel J. Burn Murdoch, R.E., then proposed and Major A. D. G. Shelley, R E., seconded :—

That the 2nd part of Resolution No. 3 be met by a new Rule II worded as follows :—

The Association should also undertake the functions of a Consultative Committee to which Government as well as railways, parties to the Association, could submit questions relating to railway administration for opinion and advice, and in submitting such opinion and advice the proceedings leading up to the conclusion come to may also be enclosed. Any railway may claim, if it considers it necessary, sufficient notice to enable it to refer the question to its Board.

The proposal was voted on:—

Ayes.	
Mr E. A. Neville	1
Mr C. Beckett	1
Mr. W. Harvey	1
Mr S. Finney	1
Lieut.-Col. J. Burn Murdoch, R. E. .	1
Major A. D. G. Shelley, R. E. . .	1
	6

[Mr. J. Douglas and Mr. F. T. Rickards did not vote]
The proposal *was carried.*

It was unanimously agreed that Rule II be Rule III. Resolution No. 5

It was unanimously agreed that no alteration to give effect to the wishes of Government is needed to Rule II (*a*) and (*b*) which become III (*a*) and (*b*) respectively. Resolution No. 6.

It was unanimously agreed that no alteration to give effect to the wishes of Government is needed to Rule III (*a*), (*b*) and (*c*) which become IV (*a*), (*b*) and (*c*) respectively, IV, which becomes V, V which becomes VI, VI which becomes VII, VII which becomes VIII, VIII which becomes IX. Resolution No. 7.

It was unanimously agreed that the rules* as proposed for revision by these resolutions be printed and circulated to the members of the Committee, the rules being printed on one half of the p ge and the proposed alterations on the other half of the page. Resolution No 8.

* *Vide* Annexure to this Appendix.

2nd meeting at 3 p.m., on the 28th October 1903.

Those present were the same as in the meeting held at 11 a.m.

The preamble to the Rules adopted by the Boards having been read, it was proposed by Lieutenant-Colonel J. Burn Murdoch, R.E., and seconded by Mr. C. Beckett:— Resolution No. 9.

[illegible] with the words "The Association [illegible] graph be omitted and the following [illegible]

Subject [illegible] is constituted to frame or [illegible] erchanged between railways, [illegible] e Committee and as a Board [illegible]

The Resolution was voted on—

Ayes.		*Noes.*	
Mr. W. Harvey	1		
Lieut.-Col. J. Burn Murdoch, R.E. .	1		
Major A. D. G. Shelly, R.E. . .	1	Mr F. T. Rickards . . .	1
Mr S. Finney	1		1
Mr C. Beckett	1		
	5		

[Mr. J. Douglas and Mr. E. A. Neville did not vote.]
The Resolution *was carried.*

The Chairman then read the following extract from paragraphs 3 and 4 of letter No. 61, dated the 2nd September 1903, from Colonel G. F. Wilson, R.E., President of Railway Conference (Appendix I of the Proceedings of the Railway Conference held on the 28th October 1903):—

"3. * * * It seems essential for the Association to be so organized as to have separate sub-committees composed of experts in each department of the railway, viz., Audit, Engineering, Locomotive and Traffic. Questions which are now referred to the present Locomotive Committee would be dealt with by the Locomotive Sub-committee of the Association. Similarly, questions relating to other Departments would be considered by the sub-committee interested.

4. Among the questions which are now pending, and which in due course will be placed before the Association, are—

(i) the introduction of large-capacity stock;

(ii) the standardisation of locomotives;

(iii) the establishment of a central clearing house;

(iv) the revision of the General Rules for working railways."

The Chairman proposed to record this extract and to note that the Sub-committee were of opinion that it was inadvisable to take action in the matter until the views of the Boards regarding the revised rules were received.

Mr. F. T. Rickards then spoke as follows :—

If this question is put before the Boards in the above form, my belief is that, without further explanation, they will not understand for what purpose such Sub-Committees are to be appointed.

In past Conferences sub-committees have been appointed to frame proposals on special subjects: but what sort of sub-committees are intended by Government, and what questions are to be referred to them I do not know. For instance, take the question of the revision of the general rules, in which both Locomotive and Engineering officers are concerned; I presume that, when that subject is to be discussed, Locomotive and Engineer officers would be brought up by members of the Association to advise on those portions of the subject under reference which affect their Departments.

With regard to the establishment of a Central Clearing House, which is to some extent a traffic question, I presume it would be necessary for the Association to seek the advice of Audit officers. What the special sub-committees of Audit, Engineering, Locomotive and Traffic officers are for, I do not comprehend, and I believe the Boards do not quite understand how far-reaching this proposal is.

Without further explanation I do not think that the forwarding of this extract to the Boards would do much good.

As regards the standardisation of locomotives, we know that the Consulting Engineers at home have been going into this question largely, and I believe we are to get some report on the subject before very long.

Brevet Colonel W. V. Constable, R.E., in his letter to Colonel G. F. Wilson, R.E., which is printed as Appendix VI to the Proceedings of Railway Conference held on 28th October 1903, says that "standardisation" means "stagnation"; I agree with him that at present this would be so. At this moment, when we are considering the question of heavier engines and such matters, I think it is premature for the Association to consider the question of standardisation of locomotives.

Resolution No. 10. Lieutenant-Colonel J. Burn Murdoch, R.E., proposed, and Mr. C. Beckett seconded:—

That the Chairman's suggestion be accepted and Mr. Rickards' remarks be recorded.

The proposal *was carried unanimously.*

Resolution No. 11. Lieutenant-Colonel J. Burn Murdoch, R.E., proposed and Mr. C. Beckett seconded:—

That the proceedings of the Sub-committee be submitted, on confirmation, to the full Association for acceptance.

Carried unanimously.

3rd meeting at 2·45 P.M., on the 29th October 1903.

Those present were the same as in the meeting held on the 28th October 1903.

Proposed by Lieutenant-Colonel J. Burn Murdoch, R.E., seconded by Mr. C. Beckett:— Resolution No. 12.

That the proceedings of the previous meetings held on the 27th and 28th October 1903, be confirmed.

The proposal *was carried unanimously.*

The proceedings were confirmed at the 3rd meeting on the 29th October 1903, at 2·45 P.M., and submitted to the Indian Railway Conference Association for acceptance.

A. W. U. POPE, *Secretary.*

S. FINNEY, *Chairman.*

ANNEXURE TO APPENDIX No. 1.

Rules of the Indian Railway Conference Association.

Rules as passed by the Home Boards.	Alterations and additions suggested for the consideration of the Boards.
The Indian Railway Conference Association, hereinafter designated the Association, shall consist of all Railway Administrations in British India that intimate their desire to join it, each of whom shall be represented at its meetings by one delegate.	No alteration.
It shall elect annually a President from the representatives of the Administrations composing it, and may appoint a paid Secretary and necessary office establishment on terms to be settled by a majority of votes.	Ditto.
The Association is constituted to frame, in the manner hereinafter prescribed, regulations for the management of traffic interchanged between the railways represented in the Association, subject to the following fundamental rules :—	Subject to the following fundamental rules, the Association is constituted to frame or modify regulations for the management of traffic interchanged between railways, parties to the Association, and to act as a Consultative Committee and as a Board of Arbitration.
I.—(*a*) The Association may frame regulations for the management of the administrative details of traffic interchanged between the railways represented in the Association—for which it shall be agreed that the practice of Indian railways should be uniform—including the fixing of charges for transhipment, use and misuse of vehicles, demurrage, etc., but such regulations shall not extend to the fixing of rates or fares or any matters of internal administration which shall remain under the complete and exclusive control of the several railways represented in the Association.	No alteration.
(*b*) The Association may consider at the instance of Government, or of any railways represented in the Association, questions of railway management affecting the mutual relations between the railways themselves, and also between the railways and the Government, such questions not involving matters falling within the provisions of their respective contracts with the Secretary of State.	Ditto.
(*c*) Any of the members of the Association may submit for consideration proposals relating to rates and fares, including the division of through rates, designed to take effect on railways represented in the Association; but any opinion of the Association which shall be recorded, and any regulation made, shall become operative on such a proposal only so far as it shall be agreed to by the representatives of these railways to which it would apply, and on an agreement being thus come to, it shall be binding on the consenting railways.	Ditto.

Rules as passed by the Home Boards.	Alterations and additions suggested for the consideration of the Boards.
	(*d*) Similarly, at the instance of Government, the Association may consider any questions involving rates which have general applicability and tender advice to Government regarding the same. II.—The Association should also undertake the functions of a Consultative Committee to which Government as well as railways, parties to the Association, could submit questions relating to railway administration for opinion and advice, and in submitting such opinion and advice the proceedings leading up to the conclusion come to may also be enclosed. Any railway may claim, if it considers it necessary, sufficient notice to enable it to refer the question to its Board.
II.—(*a*) The Association may act as a Board of Conciliation, under regulations to be made by it for the appointment of an Arbitrator or Committee of Arbitration, for the settlement of differences that shall arise between railways represented in the Association on matters governed by the regulations of the Association, or relating to obligations by which any such railway is bound, under the provisions of Rule I, clause (*c*).	Becomes III (*a*).
(*b*) The Association may also act, under similar regulations, as a Board of Conciliation on any other matters when so desired by any of the parties interested in such settlement.	" III (*b*).
III.—(*a*) Not less than six months' previous notice must be given in writing to the Secretary of the Association, and not less than three months' previous notice by the Secretary of the Association to the members before any proposal under Rule I is submitted to the Association for consideration.	" IV (*a*).
(*b*) For the consideration of all questions falling within the scope of Rule I, two-thirds of the railways represented in the Association shall form a quorum.	" IV (*b*).
(*c*) The Secretary of the Associa-	" IV (*c*).

Rules as passed by the Home Boards.	Alterations and additions suggested for the consideration of the Boards.
IV.—The voting power of the railways represented in the Association shall be calculated on the basis agreed to at the last Railway Conference in 1900. The conditions of Rules III (*a*) and (*b*) shall apply to all proposals for modifying the voting power of all railways, as well as for fixing such power in the event of an additional railway joining the Association.	Becomes V.
V.—A majority of not less than three-fourths of the total number of votes of the railways present at any meeting of the Association shall be requisite for the alteration of, or addition to, any regulations of the Association.	" VI.
VI.—Any railway represented in the Association may, twelve months after giving notice in writing to the Secretary of the Association of its intention so to do, withdraw from the Association, or withdraw its assent after such notice to any regulation that has been twelve months in operation, and thereafter such regulation shall no longer be binding on it.	" VII.
VII.—The necessary expenses of the Association shall be borne by Railway Administrations represented in the Association in the same proportions as their respective voting powers.	" VIII.
VIII.—The regulations of the Railway Conference, as revised at their meeting in 1900, shall be regarded as regulations of the Association until or so far as any of them shall have been modified under the provisions of these rules.	" IX.

APPENDIX No. 2.

Vide RESOLUTIONS NOS. 2 AND 5 OF THE MEETING OF THE RAILWAY CONFERENCE ASSOCIATION HELD ON THE 26TH OCTOBER 1903.

Proceedings of Sub-committee No 2, held on the 27th and 28th October 1903.

PRESENT :

MR. E. W. STONEY *(Chairman)*.
MR. H. P. BURT.
MR. W. HOME.
MR. R. S. STRACHEY.
MR. A. M. CLARK *(Secretary)*.

1. Resolved that it is desirable to encourage the study of Indian railway problems by awarding annual prizes for the best essays to be submitted by any member of the staff on the several railways in this country, members of the Indian Railway Conference Association.

2. Resolved that it is not considered necessary to fix any age limit, as it is considered probable that senior officers, who have other opportunities of expressing their views, will not compete.

3. Resolved that funds should be provided at the expense of the Indian Railway Conference Association for the following prizes :—

			Rs.	
1st prize	...	...	300	and a silver medal.
2nd „	...	...	200	and a bronze medal.
3rd „	...	...	100	

4. Resolved that it shall be left to the Agents and Managers of the railways comprised in the Association to submit annually to the Secretary of the Indian Railway Conference Association a list of eight subjects, two each concerning the following :—

(*a*) Traffic working ;

(*b*) Locomotives, Machinery and Rolling Stock ;

(*c*) Engineering ;

(*d*) Accounts.

From the combined lists the President and Secretary of the Indian Railway Conference Association shall make a final selection of eight subjects, two from each of the above on which essays shall be invited.

5. Resolved that the President and the Secretary of the Indian Railway Conference Association shall make such arrangements as they consider necessary and desirable for judging the essays and awarding the prizes.

The proceedings of the Sub-committee were confirmed on the 28th October 1903, and it was unanimously resolved to submit them to the Indian Railway Conference Association for adoption.

A. M. CLARK, *Secretary.*

E. W. STONEY, *Chairman.*

28th October 1903.

CALCUTTA:
GOVERNMENT OF INDIA CENTRAL PRINTING OFFICE,
8, HASTINGS STREET, CALCUTTA.

RAILWAY CONFERENCE, 1902.

Proceedings of the Conference of Railway Delegates assembled at Calcutta on Monday, the 24th February 1902, under the orders of the Government of India.

Monday, the 24th February 1902, 12 noon.

The following were present :—

PRESIDENT :

Director of Railway Traffic. COL. G. F. WILSON, R.E.

SECRETARY :

Under Secretary, Railway Traffic. NEVILLE PRIESTLEY, ESQ.

DELEGATES :

Assam-Bengal railway	R. S. STRACHEY, Esq.	*Agent*
Bengal and North-Western, Rohilkund and Kumaon and Bengal Dooars railways.	A. IZAT, Esq., C.I.E.	*Agent and Chief Engineer*
Bengal Central railway	E W. H. STAPLES, Esq.	*Agent and Chief Engineer*
Bengal-Nagpur railway	T. R WYNNE, Esq.	*Agent and Chief Engineer.*
Bombay, Baroda and Central India railway.	Lieut.-Col. H. D. OLIVIER, R.E.	*Agent.*
Burma railway	A. T GOODFELLOW, Esq	*Agent.*
Calcutta Port Commissioners' railway.	C. H. WINDLE, Esq	*Traffic Manager.*
Eastern Bengal State railway	H. P. BURT, Esq.	*Officiating Manager*
East Indian railway	J. DOUGLAS, Esq.	*Agent*
Great Indian Peninsula railway	H. WENDEN, Esq.	*Agent.*
Madras railway	Major H. BONHAM-CARTER, R E	*Agent and Manager.*
Nizam's Guaranteed State railway.	W. PENDLEBURY, Esq.	*Agent and Manager.*
North Western railway	E. F. JACOB, Esq., C.I.E.	*Traffic Superintendent.*
Oudh and Rohilkhand railway	J. MANSON, Esq.	*Officiating Manager.*
Southern Mahratta railway	W. B. WRIGHT, Esq.	*Traffic Manager.*
South Indian railway	Major A.D.G. SHELLEY, R.E.	*Agent*

The following officers also attended the meeting :—

Consulting Engineer for Railways, Burma.	G. V. MARTYN, Esq	
Consulting Engineer to the Government of India for Railways, Assam.	E W. ARUNDEL, Esq, B A.	
Assam-Bengal railway	J. STUART, Esq	*Traffic Manager.*
Bengal and North-Western railway.	J. WALKER, Esq	*Traffic Manager.*
Bengal Central railway	F. C. LITTLE, Esq.	*Assistant Traffic Superintendent*
Bengal-Nagpur railway	A. M. CLARK, Esq.	*Acting Traffic Manager*
Bombay, Baroda and Central India railway.	C. A. R. CROMMELIN, Esq.	*General Traffic Manager.*
East Indian railway	W. A. DRING, Esq.	*General Traffic Manager.*
Great Indian Peninsula railway	A MUIRHEAD, Esq	*General Traffic Manager*
Madras railway	D. ROSS-JOHNSON, Esq.	*Traffic Manager*
Oudh and Rohilkhand railway	A. W. U. POPE, Esq	*Traffic Superintendent.*
South Indian railway	W. M. SIMPSON, Esq.	*Chief Auditor.*

The President, in opening the proceedings, spoke as follows: —

GENTLEMEN,

There has been so much misunderstanding about Conference letter No. 45, dated the 30th April 1901, which the late President caused to be addressed to you, that I consider it advisable to explain to you somewhat fully the position so as to enable you to arrive at some understanding as to the course which it will be best to follow both in the interests of Government and of the several Railway Companies. The history of the question which you are here to-day to consider may be stated as follows.

Appendix No. 1.

2. Before the Conference of 1899 was convened, you were informed, in Conference letter No. 8, dated the 11th April 1899, that "at present the Con-"ference Rules are only applicable to such railways as choose to accept them, "and a majority of votes at the Conference means nothing so long as it is not "held binding on all the railways parties to the Conference. The consequence "is that certain railways have accepted such rules as suit them, and rejected "those that are in any way unfavourable. Instances have also occurred where "railways have not hesitated to ignore certain rules, which they have already "agreed to, when it has been in their interest to do so," and that the President did not consider any good results could be expected from the proposed Conference, unless railways were prepared to accept and be bound by the decision of the majority of votes on each rule adopted at the Conference and any penalty attached to such rule for a breach thereof.

Appendix No. 2.

3. There was an absence of unanimity as to the acceptance of this suggestion, but as it appeared to be the general wish that the Conference should be held, it was decided to hold a preliminary Conference only so as to give you the opportunity of considering the question in meeting.

4. The Conference was duly held in 1899, and after much discussion you resolved that certain classes of resolutions might be made binding when carried by a majority of one-third of the votes, but you coupled this with the proviso that all resolutions should be subject to the approval of Government and the several Boards of Directors. You further resolved to create a Standing Committee whose powers were to be the same as those of the Conference when in session, and who were to be authorised to decide matters, sometimes of great importance, on the mere written statement of the case.

Appendix No. 3.

5. This arrangement was tried for a year, but it did not produce the results which were expected, or remove the difficulties which had given rise to the proposal. The work of the Standing Committee also was found to be unsatisfactory in consequence of its deliberations being carried on through the post, and some railways questioned its decisions and refused to act on them. Your then President, Mr. Brereton, therefore, felt that matters would not be placed on a satisfactory footing unless power was given to the Conference to make its resolutions binding, and until a permanent Conference was established which should hold meetings annually and decide questions submitted to it after examining them from all the points of view which would necessarily be disclosed in an oral discussion. He further considered that the value of such a Conference would be greatly increased if it was freed from Government control.

6. He accordingly in his opening speech* at the Conference of 1900 suggested the advisability of your adopting a proposal† put forward by me, when Manager of the Oudh and Rohilkhand State railway, for the establishment of a permanent Conference independent of Government, with a paid Secretary and a President elected by yourselves. The proposal was carried ‡ at the Conference without dissent. The rule§ as to the binding nature of resolutions was also confirmed, but was again qualified by the proviso that the Conference resolutions should be subject to confirmation by Government and the several Boards of

* Appendix No. 4.

† Appendix No. 5.

‡ Appendix No. 6.

§ Appendix No. 7.

Directors. Seven months after the Conference had dissolved the proceedings still remained unconfirmed, and rulings which had been carried by the necessary majority were and are being disregarded by individual railways because they had not voted for them at the Conference.

7. Most of the *questions discussed* at the Conference fell within the competency of the Managers and Agents, and in regard to such it seemed superfluous to seek higher authority for the decisions, when the members of the Conference already possessed full power to dispose of them themselves. It became, therefore, necessary to state the position more clearly and to point out the danger railways incurred of [illegible] if [illegible] ons [illegible] for indefinite periods, disorganising business thereby and causing much public inconvenience. Conference letter No. 15, dated the 30th April 1901, was accordingly addressed to you. This letter has been a good deal misunderstood by some railways.

Appendix No 8

Appendix No. 1.

8. It was not intended that either Government or the Boards of Directors should divest themselves of any of their legitimate authority and transfer it to the Conference. It was considered that you knew what powers you individually possessed, and that, after discussion, you would be able to come to some agreement among yourselves as to the extent to which some of your powers might be conferred on the Conference. It was assumed that no Agent or Manager would submit to the Conference for a ruling any question which he was not himself competent to decide so far as his own railway was concerned, and it was recognised that, when a question was submitted which did not come within the powers of the individual members of the Conference, and a ruling on which would be *ultra vires*, the Conference would decline to do more than express an opinion thereon. To such an expression of opinion neither Government nor the Boards of Directors could take exception, and it was obviously in the interests of both that all questions affecting railway management should be freely discussed, *and that the sense of the Conference on them should be ascertained.* [illegible] necessary to make would [illegible] fail to be of value to the [illegible].

9. This, Gentlemen, is the history of the question which you have been invited here to discuss, and you are now requested to consider whether—

(*a*) a permanent Conference shall be established independent of Government, with a paid Secretary and a President elected by yourselves ; and, if so,

(*b*) what the name, powers and functions of this Conference shall be ,

or (*c*) if you are unable to recommend the establishment of a permanent Conference, whether the "Standing Committee" which was created under Resolutions Nos. 51 and 3 of the Conferences of 1899 and 1900, respectively, shall be continued.

10. The questions which would be likely to come before the permanent *Conference may* be broadly divided into five classes, the line of division between each of which would be fairly clearly drawn. These five classes may be described as follows :—

(*a*) Questions affecting the working of railways generally where economical and efficient management necessitate agreement in regard to the rules under which traffic shall be interchanged.

As to this class, there never has been *any difference* of opinion, and it has always been agreed that any rules framed thereon shall be binding.

(*b*) Questions relating to rates and rules which are of general application, and on which it is desirable there should be agreement and uniformity of procedure, if the best results are to be obtained.

In this class would come the rates and rules relating to parcels traffic and coaching traffic for which special concessions are allowed.

The resolutions relating to such matters are at present treated as non-binding. You have to consider whether it is advisable that they should continue to be so treated, and if not, what your relations should be in through booking with railways who decline to be bound by your ruling. bearing in mind the effect of your decisions on the general public, and that here it is that Government are given the opportunity for interference if the action of individual railways works injuriously to the public or to Government.

(c) Questions affecting your revenues which are personal to railways individually, but in which it is desirable to secure uniformity of action.

In this class would come such questions as the rates for coal, iron ore, iron and steel, commodities about which you are likely to hear a good deal in the near future, and staple articles, which require low and uniform rates if the traffic is to be fully developed. Such questions would generally involve a change of policy and as such would fall outside your competency to decide, and you could only advise Government and your Boards as to the best course to follow; but it is none the less desirable that you should take them into your consideration, so that, after an exchange of views, you might be able to appreciate how any change would be likely to affect your interests generally and individually, and so be able to frame suggestions which would meet, as far as possible, the circumstances of all railways.

(d) Questions which fall outside your powers and which under the law require the sanction of Government.

In this class would come such questions as the revision of the General Rules and Regulations, matters relating to the general liability of railways under the several Acts of the Legislature, and kindred subjects.

In such cases you could only recommend action, but it is obvious that a recommendation from your body must carry greater weight than the individual opinion of each railway obtained through the post and expressed without a full consideration of the question in all its bearings and of its effects on railways individually and collectively.

(e) Questions affecting the revenues of groups of railways, but not the whole railway system of India.

In this class would come all questions leading to competition and all disputes between railways arising out of their working agreements, interpretation of rules, etc., and they comprise a class of cases about which it is very desirable that you should arrive at some definite understanding, so as to minimise the evil effects of competition. Government have no desire to stop reasonable competition; but the ultimate result of all competition is compromise. Government desire to see this compromise made without resort to active competition and to see disputes settled more expeditiously than they now are (cases of active competition continuing for a period of over three years are not unknown). Such matters, however, would not ordinarily fall within the competence of the Conference in its more extended capacity, but they could very appropriately be submitted to the Conference sitting as arbitrators; and you have to consider whether, in substitution of the Standing Committee of the Conference or the Claims Arbitration Committees of Northern and Southern India, it would not be desirable to utilise the Conference as an Arbitration Committee to decide all questions involving competition. To minimise loss by the delay which must often occur before the case can be considered by the Conference, rules might be framed to give retrospective effect to decisions. Doubt has been expressed as to the

value of the decisions of the above-mentioned Committees, and *opinions have been stated that* at present there is a tendency to make the decisions fit in with the *arbitrators' own circumstances rather than with the rights of the case. This could hardly* take place if the whole Conference were made to sit in arbitration.

aking, the questions which
l with; *and if it is decided*
Government, it would be for
Conference, whether they
come under the category of those on which *you may make a ruling, or of those* on which you may only express an opinion or make a recommendation.

12. As to the designation of your body, *some other than "Conference"* would seem to be desirable. In America, a similar body is called "The American Railway Association." In England, it is called "The *Railway Clearing* House." This latter would possibly be the most suitable name when a Clearing House is established, and in view of the possibility of that coming some day it might be a good name to ultimately adopt. But at present *the title might* be misleading, and perhaps a more appropriate name would be "The Indian Railway Traffic Association."

13. If, however, after full consideration, you are unable to recommend the establishment of such a body, it will become necessary for you to consider the desirability of Standing Committee; and in this connection I do not *appear to* command respect and, as at doubtful value.

14. The only suggestions which have so far
and functions of this permanent Conference
the Man
Appendix No 9.
khand railway which you have already received, and in a letter from Major Bonham-Carter, R.E., Agent of the Madras railway. With reference to the former,
Appendix No 10
I may say that *it was and is intended* merely as a basis for discussion. In regard to the latter, as you are aware, *Government have so far* raised no difficulties in the way of the scheme, and if, after mature deliberation, you deem it advisable to recommend that Government and the Boards of Directors should confer on the Conference greater powers than you individually possess, I can promise you that your proposals will receive sympathetic consideration from Government. But I would remind you that Government have not only your interests to consider, but those of the
suggesting any increase
sefulness and has secured
Directors.

15 I would commend for your consideration the adoption of the system,
of your first dis-

had a *freer hand in putting* orward your suggestions, and would be ely to come to some unanimous ecision than if any *representative* of Government were present during the discussions.

16. The rules * for the conduct of business will be the same as those in force at the last Conference. The scale† of voting powers as adopted in Resolution No 2 of the Conference of 1900 has been
* Appendix No 11.
† Appendix No. 12.
ised so as to be based on the mileage and freight ton-mileage of the several which figures are *available*, and will, ing.

to the end of what I have to say.
h of your time, but the ques-
I am and I would commend it
tion England and
to your calm and careful consid between the
America have *not only* helped t and I hope
several railways, but have had a e wisdom of
your deliberations at this Con
starting an institution in India on somewhat similar lines.

The Conference then proceeded to consider the proposal regarding the establishment of a permanent annual Conference independent of Government.

Resolution No. 1.

Proposed by Lieutenant-Colonel H. D. Olivier, R.E., seconded by Mr. T. R. Wynne :—

That a permanent annual Conference be established independent of Government.

The Conference divided on the proposal :—

Ayes—89 votes.

	Votes.
Assam-Bengal ry. (R. S. Strachey)	3
Bengal and North-Western, Rohilkund and Kumaon and Bengal Dooars rys. (A. Izat).	8
Bengal Central ry. (E. W. H. Staples)	2
Bengal-Nagpur ry. (T. R. Wynne)	7
Bombay, Baroda and Central India ry. (H. D. Olivier)	10
Burma ry. (A. T. Goodfellow)	5
Calcutta Port Commissioners' ry. (C. H. Windle)	1
Eastern Bengal ry. (H. P. Burt)	6
East Indian ry. (J. Douglas)	10
Madras ry. (H. Bonham-Carter)	7
Nizam's Guaranteed State ry. (W. Pendlebury)	4
North Western ry. (E. F. Jacob)	9
Oudh and Rohilkhand ry. (J. Manson)	6
Southern Mahratta ry. (W. B. Wright)	6
South Indian ry. (A. D. G. Shelley)	5

Noes— 10 votes.

	Votes.
Great Indian Peninsula ry. (H. Wenden)	10

Proposal *agreed to.*

Resolution No. 2.

Proposed by Mr. E. F. Jacob, C.I.E., seconded by Lieutenant-Colonel H. D. Olivier, R.E. :—

That the Conference form itself into a Committee to recommend what the nature, powers and functions of the permanent Conference decided on in Resolution No. 1 shall be.

Carried without dissent.

[Adjourned to Thursday, the 27th February 1902, at 11-30 o'clock.]

The ... were in session from the aftern... Wednesday, the 26th February ...

Thursday, the 27th February 1902, 11-30 o'clock.

The following were present :—

PRESIDENT :

Director of Railway Traffic . COL. G. F. WILSON, R.E.

SECRETARY :

Under Secretary, Railway Traffic . NEVILLE PRIESTLEY, ESQ.

DELEGATES :

Assam-Bengal railway	R. S. STRACHEY, Esq.	*Agent.*
Bengal and North-Western, Rohilkund and Kumaon and Bengal Dooars railways.	A. IZAT, Esq., C.I.E.	*Agent and Chief Engineer.*
Bengal Central railway	E. W. H. STAPLES, Esq.	*Agent and Chief Engineer.*
Bengal-Nagpur railway	T. R. WYNNE, Esq.	*Agent and Chief Engineer.*
Bombay, Baroda and Central India railway	Lieut.-Col. H. D. OLIVIER, R.E.	*Agent*
Burma railways	A. T. GOODFELLOW, Esq.	*Agent.*
Calcutta Port Commissioners' railway.	C. H. WINDLE, Esq.	*Traffic Manager.*
Eastern Bengal State railway	*C. E. VINING, Esq.	*Traffic Superintendent.*
East Indian railway	J. DOUGLAS, Esq.	*Agent.*
Great Indian Peninsula railway	H. WENDEN, Esq.	*Agent.*
Madras railway	Major H. BONHAM-CARTER, R.E.	*Agent and Manager*
Nizam's Guaranteed State railway	W. PENDLEBURY, Esq.	*Agent and Manager*
North Western railway	E. F. JACOB, Esq., C.I.E.	*Traffic Superintendent.*
Oudh and Rohilkhand railway	J. MANSON, Esq.	*Officiating Manager.*
Southern Mahratta railway	W. B. WRIGHT, Esq.	*Traffic Manager.*
South Indian railway	Major A. D. G. SHELLEY, R.E.	*Agent.*

The following officers also attended the meeting :—

Consulting Engineer for Railways, Burma.	G. V. MARTYN, Esq.	
Consulting Engineer to the Government of India for Railways, Assam.	E. W. ARUNDEL, Esq., B.A.	
Assam Bengal railway	J. STUART, Esq.	*Traffic Manager.*
Bengal and North-Western railway	J. LIGHTFOOT, Esq.	*Auditor.*
	J. WALKER, Esq.	*Traffic Manager*
Bengal Central railway	F. C. LITTLE, Esq.	*Assistant Traffic Superintendent*
Bengal Nagpur railway	A. M. CLARK, Esq.	*Acting Traffic Manager*
Bombay, Baroda and Central India railway.	C. A. R. CROMMELIN, Esq.	*General Traffic Manager.*
East Indian railway	W. A. DRING, Esq.	*General Traffic Manager*
Great Indian Peninsula railway	A. MUIRHEAD, Esq.	*General Traffic Manager.*
Madras railway	D. ROSS-JOHNSON, Esq.	*Traffic Manager*
Oudh and Rohilkhand railway	A. W. U. POPE, Esq.	*Traffic Superintendent.*
South Indian railway	W. M. SIMPSON, Esq.	*Chief Auditor.*

The proceedings of the meeting held on the 24th February 1902 were read and confirmed.

* Mr. Vining represented the Eastern Bengal State railway in the absence of Mr. Burt who was called away by urgent business.

Mr. A. Izat, C.I.E., the Chairman of the Committee, appointed under Resolution No. 2, then presented the proceedings of the Committee (*vide* appendix No. 13), and the Conference proceeded to consider them.

Resolution No. 3.

Proposed by Mr. A. Izat, C.I.E., seconded by Mr. J. Douglas :—

That the name of the permanent Conference be "The Indian Railway Conference."

Amendment proposed by Mr. T. R. Wynne, seconded by Lieutenant-Colonel H. D. Olivier, R.E. :—

That the name of the body be "The Chamber of Indian railways."

The Conference divided on the amendment :—

Ayes—61 votes.	Votes.	*Noes—30 votes.*	Votes.
Bengal-Nagpur ry. (T. R. Wynne)	7	Assam-Bengal ry. (R. S. Strachey)	8
Bombay, Baroda and Central India ry. (H. D. Olivier)	10	Bengal Central ry. (E. W. H. Staples)	2
Burma ry. (A. T. Goodfellow)	5	Eastern Bengal ry. (C. E. Vining)	6
Calcutta Port Commissioners' ry. (C. H. Windle)	1	East Indian ry. (J. Douglas)	10
Great Indian Peninsula ry. (H. Wenden	10	Nizam' Guaranteed State ry. (W. Pendlebury)	4
Madras ry. (H. Bonham-Carter)	7	South Indian ry. (A. D. G. Shelley)	5
North Western ry. (E. F. Jacob)	9		
Oudh and Rohilkhand ry. (J. Manson)	6		
Southern) Mahratta ry. (W. B. Wright)	6		

[Bengal and North-Western, Rohilkund and Kumaon, and Bengal Dooars railways (Mr. A. Izat, C.I.E.) did not vote.]

Amendment *carried.*

Resolution No. 4.

Proposed by Mr. A. Izat, C.I.E., seconded by Mr. J. Manson :—

That the Chamber of Indian railways shall consist of all railway administrations in India and Burma desirous of joining it, and shall be represented at its meetings by one delegate from each railway administration which is a member. It shall be presided over by a President, elected annually from amongst the members, and there shall be a permanent paid Secretary, selected by the members, and the necessary office establishment.

The Conference voted on the proposal :—

Ayes—86 votes.	Votes.	*Noes—Nil.*	Votes.
Bengal and North-Western, Rohilkund and Kumaon and Bengal Dooars rys. (A. Izat)	8		
Bengal Central ry. (E. W. H. Staples)	2		
Bengal-Nagpur ry. (T. R. Wynne)	7		
Bombay, Baroda and Central India ry. (H. D. Olivier)	10		
Burma ry. (A. T. Goodfellow)	5		
Calcutta Port Commissioners' ry. (C. H. Windle)	1		
Eastern Bengal ry. (C. E. Vining)	6	*Nil.*	
Great Indian Peninsula ry. (H. Wenden)	10		
Madras ry. (H. Bonham-Carter)	7		
Nizam's Guaranteed State ry. (W. Pendlebury)	4		
North Western ry. (E. F. Jacob)	9		
Oudh and Rohilkhand ry. (J. Manson)	6		
Southern Mahratta ry. (W. B. Wright)	6		
South Indian ry. (A. D. G. Shelley)	5		

[Assam-Bengal railway (Mr. R. S. Strachey) and East Indian railway (Mr. J. Douglas) did not vote.]

Proposal carried.

Proposed by Mr. A. Izat, C.I.E., seconded by Mr. W. B. Wright:— Resolution No. 5. (*Vide* Resolution appendix No. 13)

That the administrations of the various railways recommend Government or their Boards to contribute towards the cost of keeping up the necessary permanent establishment, the cost being apportioned between the several railways in direct proportion to their voting powers.

Carried unanimously.

Mr. A. Izat, C.I.E., then submitted the report of the Select Committee (*vide* appendix No. 14) containing recommendations as to the powers to be given to the "Chamber of Indian railways," and which is as follows:—

T[illegible] he

[illegible] ial consent; †

(3) to interpret all readings of Conference rules, decisions, and awards;

(4) to alter or cancel existing Conference rules and make such new ones as may from time to time be required.

(5) In all matters referred to it under (1), the Conference shall give such opinion or make such representation as it may think fit.

(6) In all matters referred under (2) and (3), the decision of the Conference shall be final and binding.

[illegible] d. [illegible] es [illegible] h railway shall be calculated on the same basis [illegible] ce or as altered from time to time

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The President here interposed and said he wished to make some remarks on the report of the Select Committee before the proposals they had submitted were voted on. He pointed [illegible] of opinion or a recommenda[illegible] clause would have no bindi[illegible] what the need was for excl[illegible] proposal in the form in [illegible] Government, and he invited the Conference to consider the desirability of revising their Select Committee's proposal so as to include questions relating to rates and fares.

Mr. Douglas and Mr. Wenden having spoken against the proposal to include questions of rates and fares in clause (1) of Resolution No. 1 of the [illegible] Committee and Messrs. Wynne and Izat having spoken in favour of the [illegible] up the discussion by remarking that Messrs. [illegible] sed the view from the Government side of the question, and that Mr. D[illegible]as, in stating that the English Clearing House never dealt with matters concerning rates, was clearly wrong, as the Committee of General Managers in connection with the Clearing House did do so. This, however, was not the que[illegible] Government is the [illegible] analogy [illegible] questions connected with rates [illegible] Committee, pure and simple. [illegible] cedure. It should be remembered that the Government of India [illegible] ge body of experts attached to [illegible] railway matters, it was [illegible] to its railways. The

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* Messrs. Wynne and Manson dissent from this exclusion, and Messrs. Izat and Jacob dissent from through rates being excluded.

† Mr. Wynne objects to the words "by mutual consent."

The President suggested the advisability of the Boards of all the Indian Railways in London holding a small Conference amongst themselves to decide what suggestions, if any, they should make as a body in regard to the proceedings of this Conference and thus obviate the difficulties that would arise from each Board having possibly a few remarks to make about points of minor importance which would make it difficult hereafter to come to any unanimous settlement of the matter out here, and he requested the several Agents to make this suggestion to their Boards.

The Conference then proceeded to consider the Select Committee's report.

Resolution No. 6. (*Vide* Resolution 1, appendix No. 14.)

Proposed by Mr. T. R. Wynne, seconded by Mr. W. B. Wright:—

That clause 1 of the Select Committee's proposal be amended to read as follows:—

To consider all questions referred to it by Government, railways parties to the Chamber, or public bodies, including questions of through rates and fares.

The Conference divided on the proposal:—

Ayes—65 votes.

	Votes.
Bengal and North-Western, Rohilkund and Kumaon and Bengal Dooars rys. (A. Izat)	8
Bengal Central ry. (E. W. H. Staples)	2
Bengal-Nagpur ry. (T. R. Wynne)	7
Bombay, Baroda and Central India ry. (H. D. Olivier)	10
Burma ry. (A. T. Goodfellow)	5
Calcutta Port Commissioners' ry. (C. H. Windle)	1
Eastern Bengal ry. (C. E. Vining)	6
North Western ry. (E. F. Jacob)	9
Oudh and Rohilkhand ry. (J. Manson)	6
Southern Mahratta ry. (W. B. Wright)	6
South Indian ry. (A. D. G. Shelley)	5

Noes—34 votes.

	Votes.
Assam-Bengal ry. (R. S. Strachey)	3
East Indian ry. (J. Douglas)	10
Great Indian Peninsula ry. (H. Wenden)	10
Madras ry. (H. Bonham Carter)	7
Nizam's Guaranteed State ry. (W. Pendlebury)	4

Proposal *carried.*

Resolution No. 7. (*Vide* Resolution 1, appendix No. 14.)

Proposed by Mr. A. Izat, C.I.E., seconded by Mr. E. F. Jacob, C.I.E.:—

That clause (2) of the Select Committee's proposal be accepted as follows:—

To arbitrate between railways in all disputes, when called upon to do so by mutual consent.

The Conference voted on the proposal:—

Ayes—99 votes.

	Votes.
Assam-Bengal ry. (R. S. Strachey)	3
Bengal and North-Western, Rohilkund and Kumaon and Bengal Dooars rys. (A. Izat)	8
Bengal Central ry. (E. W. H. Staples)	2
Bengal-Nagpur ry. (T. R. Wynne)	7
Bombay, Baroda and Central India ry. (H. D. Olivier)	10
Burma ry. (A. T. Goodfellow)	5
Calcutta Port Commissioners' ry. (C. H. Windle)	1
Eastern Bengal ry. (C. E. Vining)	6
East Indian ry. (J. Douglas)	10
Great Indian Peninsula ry. (H. Wenden)	10
Madras ry. (H. Bonham-Carter)	7
Nizam's Guaranteed State ry. (W. Pendlebury)	4
North Western ry. (E. F. Jacob)	9
Oudh and Rohilkhand ry. (J. Manson)	6
Southern Mahratta ry. (W. B. Wright)	6
South Indian ry. (A. D. G. Shelley)	5

Noes—Nil.

	Votes.
Nil.	

Carried unanimously.

Proposed by Mr. A. Izat, C.I.E., seconded by Major H. Bonham-Carter, R.E. :— **Resolution No. 8.** (*Vide* Resolution 1, appendix No 14)

That clauses 3 to 9 of the Select Committee's proposal be accepted as follows :—

(3) to interpret all readings of Conference rules, decisions, and awards ;

(4) *to alter or cancel existing* Conference rules and make such new ones as may from time to time be required.

(5) In all matters referred to it under (1), the Chamber shall give such opinion or make such representation as it may think fit.

(6) In all matters referred under (2) and (3), the decision of the Chamber shall be final and binding.

(7) In all matters connected with (4), the decision of the Chamber shall be binding after confirmation by the Government of India and the Boards of Directors concerned

(8) With regard to (1), (3), and (4), the majority must consist of ⅔ of the total votes of those present, and with regard to (2) a bare majority shall rule the decision.

(9) In voting on all questions put before the Chamber, the voting power of each *railway shall be calculated on the same basis as at the* last Railway Conference or as altered from time to time.

Amendment proposed by Mr. T. R. Wynne, seconded by Mr. A. T. Goodfellow :—

That clauses 3 to 7 only should be accepted.

The Conference divided on the amendment :—

Ayes—59 votes	Votes.	*Noes—40 votes.*	Votes.
Bengal Central ry. (E. W. H. Staples)	2	Assam-Bengal ry (R. S Strachey)	3
Bengal-Nagpur ry. (T. R Wynne)	7	Bengal and North-Western, Rohilkund and Kumaon and Bengal Dooars rys. (A. Izat)	8
Bombay, Baroda and Central India ry. (H. D. Olivier)	10	*Eastern Bengal ry. (C E. Vining)*	6
Burma ry. (A. T. Goodfellow)	5	East Indian ry. (J. Douglas)	10
Calcutta Port Commissioners' ry. (C H. Windle)	1	Madras ry (H. Bonham-Carter)	7
Great Indian Peninsula ry. (H. Wenden)	10	Oudh and Rohilkhand ry. (J. Manson)	6
Nizam's Guaranteed State ry (W. Pendlebury)	4		
North Western ry (E. F. Jacob)	9		
Southern Mahratta ry. (W. B. Wright)	6		
South Indian ry. (A. D. G. Shelley)	5		

Amendment *carried.*

Proposed by Mr. A. Izat, C.I.E., seconded by Major H. Bonham-Carter, R.E :— **Resolution No. 9.** (*Vide* Resolution I, appendix No 14)

That clauses 8 and 9 of the Select Committee's proposals, as recorded in Resolution No. 8, be accepted.

First amendment proposed by Mr. W. B. Wright, seconded by Mr. E. F. Jacob, C.I.E :—

That the system of calculating the voting power of each railway adopted by the Con*ference of* 1888 be accepted for the Chamber of Indian railways now to be constituted, which is similar to that adopted by the International Railway Congress, *viz.*—

Two votes for a railway not exceeding in length 100 miles ;

Thre [illegible] 500 miles, and [illegible] subject to a [illegible]

Second amendment proposed by Mr. T. R. Wynne, seconded by Mr. A. T. Goodfellow :—

That in voting on all questions put before the Chamber, the voting powers of each railway be equal, namely, one vote to each railway irrespective of its length or traffic carried.

The Conference divided on the second amendment:—

Ayes—18 votes.

	Votes.
Bengal Central ry. (E. W. H. Staples) .	2
Bengal-Nagpur ry. (T. R. Wynne) .	7
Burma ry. (A. T. Goodfellow) . .	5
Nizam's Guaranteed State ry. (W. Pendlebury)	4

Noes—80 votes.

	Votes.
Assam-Bengal ry. (R. S. Strachey) .	3
Bengal and North-Western, Rohilkund and Kumaon and Bengal Dooars rys. (A. Izat) . . .	8
Bombay, Baroda and Central India ry. (H. D. Olivier) . . .	10
Eastern Bengal ry. (C. E. Vining) .	6
East Indian ry. (J. Douglas) . .	10
Great Indian Peninsula ry. (H. Wenden)	10
Madras ry. (H. Bonham-Carter) .	7
North Western ry. (E. F. Jacob) .	9
Oudh and Rohilkhand ry. (J. Manson)	6
Southern Mahratta ry. (W. B. Wright)	6
South Indian ry. (A. D. G. Shelley) .	5

[Calcutta Port Commissioners' railway (Mr. O. H. Windle) did not vote.]

The second amendment having been lost, the Conference divided on the first amendment:—

Ayes—30 votes.

	Votes.
Bengal Central ry. (E. W. H. Staples) .	2
Bengal-Nagpur ry. (T. R. Wynne) .	7
Burma ry. (A. T. Goodfellow) . .	5
Calcutta Port Commissioners' ry. (C. H. Windle)	1
North Western ry. (E. F. Jacob) . .	9
Southern Mahratta ry. (W. B. Wright) .	6

Noes—69 votes.

	Votes.
Assam-Bengal ry. (R. S. Strachey) .	3
Bengal and North-Western, Rohilkund and Kumaon and Bengal Dooars rys. (A. Izat) . . .	8
Bombay, Baroda and Central India ry. (H. D. Olivier) . . .	10
Eastern Bengal ry. (C. E. Vining) .	6
East Indian ry. (J. Douglas) . .	10
Great Indian Peninsula ry. (H. Wenden)	10
Madras ry. (H. Bonham-Carter) .	7
Nizam's Guaranteed State ry. (W. Pendlebury)	4
Oudh and Rohilkhand ry. (J. Manson)	6
South Indian ry. (A. D. G. Shelley) .	5

The first amendment having also been lost, the Conference divided on the original proposal:—

Ayes—80 votes.

	Votes.
Assam-Bengal ry. (R. S. Strachey) .	3
Bengal and North-Western, Rohilkund and Kumaon and Bengal Dooars rys. (A. Izat)	8
Bombay, Baroda and Central India ry. (H. D. Olivier)	10
Eastern Bengal ry. (C. E. Vining) .	6
East Indian ry. (J. Douglas) . .	10
Great Indian Peninsula ry. (H. Wenden)	10
Madras ry. (H. Bonham-Carter) .	7
North Western ry. (E. F. Jacob) .	9
Oudh and Rohilkhand ry. (J. Manson) .	6
Southern Mahratta ry. (W. B. Wright)	6
South Indian ry. (A. D. G. Shelley) .	5

Noes—11 votes.

	Votes.
Bengal-Nagpur ry. (T. R. Wynne) .	7
Nizam's Guaranteed State ry. (W. Pendlebury)	4

[Burma railway (Mr. A. T. Goodfellow), Calcutta Port Commissioners' railway (Mr. C. H. Windle) and Bengal Central railway (Mr. E. W. H. Staples) did not vote.]

Proposal carried.

Proposed by Mr. H. Wenden, seconded by Mr. W. Pendlebury:— **Resolution No. 10.**

That in recommending for the approval and confirmation of Government and Boards of Directors the proceedings of the meeting of this Conference, the delegates desire to add that the annual Conference, as it is now proposed that it should be constituted, with limited powers, would gladly exercise such extended powers as may be legislated for or as Government and the Boards of Directors desire to confer on them.

Carried *without dissent.*

[East Indian railway (Mr. J. Douglas) and Assam-Bengal railway (Mr. R. S. Strachey) did not vote.]

Proposed by Lieutenant-Colonel H. D. Olivier, R.E., seconded by Mr. J. Douglas:— **Resolution No. 11.**

That the best thanks of the delegates present at this Conference be given to Colonel G. F. Wilson, R.E., for the courteous and kindly manner in which he has conducted his duties as President.

Carried unanimously.

The business of the Conference being now concluded, the President expressed satisfaction with the work done and thanked the gentlemen who had attended, for the trouble and attention they had bestowed on the important questions which had been submitted to them for consideration. He especially thanked Mr. Izat, C.I.E., Chairman of the Committee, and Mr. Pope, its Secretary, for the able and business-like manner in which they had conducted its proceedings. He then declared the Conference closed.

G. F. WILSON, *Colonel, R.E.*,
Chairman.

APPENDICES.

APPENDIX No. 1.

Copies of Railway Conference letters Nos. 45, 85 and 129 of 1901 in connection with the holding of a Traffic Conference for considering the proposal regarding the establishment of a permanent annual Conference.

No. 45, dated the 30th April 1901.

From—The Secretary, Railway Conference,

To—The Agents and Managers of railways.

Communications have now been received from all railways in regard to the Proceedings of the Traffic Conference of 1900.

[illegible] which were [illegible] ll railways, [illegible] r a regular Conference maintained and conducted independently of Government, though the East Indian railway and the Bombay, Baroda and Central India railway consider the matter requires further consideration.

3. All railways considered it necessary to refer to their Boards for their approval of the resolutions of the Conference before adopting them, and at the present date, seven months after the Conference broke up and advance proofs of the proceedings were furnished to members, and six months after the final issue of the proceedings, answers are still due from the Boards of two railways, one not the least important in India. The Board of one railway takes exception to the wording of Resolution No. 71,* and considers it should have been made, "subject to the confirmation of Government and the Boards of the lines represented."

* Not printed.

4. When the President put forward the proposal which was dealt with in Resolution No. 51 of the Traffic Conference of 1899, his object was to arrive at some finality, as otherwise the whole labours of the Conference might be so much time wasted.

5. In framing the rules, however, the Committee of the Conference made them subject to confirmation by higher authority, and made some of the resolutions, when carried by a majority of one-third of the total votes, binding, while others, even though carried by a similar majority, were left to be adopted or not at the option of railways.

6. Recognising that the rules proposed were not calculated to produce the results desired, the President, in his opening address† at the Conference of 1900, again pointed out the futility of continuing these Conferences as at present constituted, unless their deliberations and resolutions were in themselves to have some bi[illegible] and called attention to a proposal by Colonel Wilson [illegible] for the establ[illegible] more frequen[illegible] the working [illegible] adopted.

† Appendix No. 4.

7. The principle which was put forward in the proposal of the President that all resolutions carried by a majority of one-third of the votes should be binding on railways, was accepted by the Government of India, as the only reasonable solution of the difficulty which undoubtedly existed. The Boards of Directors, when approving of the proposal, also seemed to recognise the ruling as a necessary and wise one.

[illegible] therefore, of the principle, both the Govern- [illegible] the fact that a resolution [illegible] facto became a rule, and did not require confirmation [illegible]

8. That some resolutions which might be carried by the necessary majority might not be in the best interests of an individual railway was inevitable. But the proposal of the President was not intended to deprive railways of their individual liberty, and it was open to them at all times to require a reconsideration of such rules, and if they failed to obtain their revision, to withdraw from the Conference if they considered the benefits they obtained under the rules which did suit them did not outweigh the injury they suffered from any particular rule.

9. In the whole consideration of this matter sufficient weight does not appear to have been allowed the fact that the extension of railways in India has raised so many complications in working that it is impossible for an individual railway to stand by itself without making the complications still more serious; and that it is necessary that all railways should accept a proposal which a large majority, of both uninterested and interested railways, deem to be for the general good, even though it may not be productive of the best results for an individual railway.

10. This leads on to a consideration of the question of the resolutions which, though passed by the necessary majority, are not now held binding.

11. It stands to reason that any question submitted to the Conference on which agreement is desired and practice is to be based and which the Conference deem it advisable to bring under their general cognizance, must be in the interests of railways as a whole; and if it is necessary to submit such matters to the Conference, it is equally necessary that their decision should have the same weight as in cases relating, for instance, to the notification of changes in rates.

12. The fear has been expressed that by making such resolutions binding, the rights of railways to fix their own rates would be interfered with, but it appears to have been overlooked that proposals relating to rates, such for instance as the rates for parcels, are put forward with the object of benefiting railways, both individually and collectively. When, therefore, railways voluntarily accept such a proposal, it is clearly because of their recognition that it is in their best interests to do so; but if notwithstanding this they are at liberty to leave their acceptance open to further communication and may withdraw from or disregard the resolution at will, there is obviously little advantage in discussing the matter.

13. Another fear that has, no doubt, been present in the minds of many is that it would increase the interference of Government in rates questions. It appears again to have been overlooked that under the contracts with several of the railways Government have the right of interference to the point of fixing the rates themselves.

14. This right has so far not been exercised, but the time seems not far distant when Government may have to exercise their rights unless railways can come to some better understanding among themselves on matters of rates, and adopt rules which will prevent the reckless and thoughtless competition which is now often indulged in. Sufficient consideration does not appear to be given to the fact that Government are after all the principal shareholders, and that their interests demand that all questions shall be considered not from the point of view of the selfish interests of the individual, but from the broader point of view of the general interests; that all competition is capable of and must be a matter for compromise; and that no Board of Directors who were working for an unguaranteed dividend would permit competition to continue in an acute state for the lengthened periods during which railways now consider they are at liberty to carry it on.

15. As has before been said, Government cannot very well look with indifference on this state of things much longer, and it was to prevent or reduce this interference that the President put forward his proposal to make all resolutions binding, and it was to afford the machinery for arranging the settlement of disputes and so preventing the necessity for Government interference, that Colonel Wilson's proposal for the creation of a regular and permanent Conference independent of Government was made.

16. The East Indian railway suggest that Colonel Wilson, as the author of the latter scheme, should formulate it in greater detail for further consideration at a meeting of the representatives of all railways. He will do so and will submit his proposals* to the several railways so as to reach them by the end of May.

* *Vide* appendix No 9

17. A meeting can then be arranged for to take place in September in Simla. This will give railways time to consult their Boards and to decide upon some definite line of action.

18. If the decision arrived at after a discussion of the subject should be that a permanent Conference is unnecessary and undesirable, I am directed to say that a Conference under the ægis of Government is not likely to be held before the year 1904, if then.

clauses *c*, *d* and *e* of Resolution No. [illegible] of the Conference of 1900, as the present system does not appear to produce the best results, since some railways base their vie[illegible] while others evade a direct answer to issues [illegible] [u]nderstanding the case fully or from a d[illegible] to an opinion on a question imperfectly stated.

† Appendix No 7.

20. In the consideration of the matters referred to in this communication, I am to say that in England not only does the Railway Clearing House frame the rules for the interchange of traffic, but it also frames the general rules for [illegible] the disputes in regard to [illegible] the railways interested. [illegible] [ca]se act as a consultative [illegible] [ra]ilways have found it to be [illegible] [matt]ers pertaining to railway practice. The desire is to create a similar body here with the object of leaving railways to work out their own salvation, and so avoid the necessity for the undue interference of Government in matters which it is possible and desirable for railways to settle for themselves, and I am directed by the President to express the hope that after a full and careful consideration of the matter, railway administrations in India and their Boards of Directors will see the advisability of confirming Resolutions‡ Nos. 37 and 38 of the Traffic Conference of 1900, and will take steps to establish the necessary permanent committee (by whatever name it may be decided to call the body) and to make it a vigorous and useful institution.

‡ Appendix No 6.

I am further to add that there is one class of matters which has hitherto been dicussed at Conferences, for instance, the change in the leave rules, which must of necessity be left to Government and the Boards of Directors to decide. Such questions would only be brought forward for discussion and opinion, and while given a place in the Conference Proceedings could be specially recorded as subject to superior confirmation.

No. 85, dated the 7th August 1901.

From—The President, Railway Conference,

To—The Agents and Managers of railways.

Several enquiries have reached me as to when the Conference to consider letter No. 45 of 30th April 1901 will be held.

2. While anxious that it should take place with as little delay as possible, I do not consider it desirable that the meeting should be held until the Boards of the several railways have expressed their views on the aims and objects of the proposed annual Conference. So far none of them have done so.

3. It is not, therefore, possible now to summon the Conference before the Government leaves Simla, and it has been decided to defer the meeting till December or January, when it can be held in Calcutta.

4. This postponement is all the more advisable, since there appears to be a general misapprehension as to the intention of letter No. 45 of 30th April 1901 in regard to rates matters. It was not intended that power should be given to the Railway Conference, of their own initiative, to interfere in rates disputes, or to fix rates. What was contemplated was that the Conference, or a Sub-Committee thereof, would be formed into a body of arbitrators; that it should be open to any railway which had a difference of opinion with another railway in regard to competitive traffic, to demand a reference to this body of arbitrators for the settlement of the dispute, and that this reference should be made not after but before retaliatory measures had been adopted. In other words, that competitive disputes should be settled without resort to competition with the many evils which accompany it.

5. It is hoped that a body of arbitrators so constituted will become in time a court of appeal in whose judgment and integrity railways will learn to place full confidence—such a body, in fact, as the English Clearing House Arbitration Committee are now accepted to be.

6. I shall be glad, therefore, if you will remove any misunderstanding of the Conference Secretary's letter No. 45 of 30th April 1901, which may exist, and arrange to obtain and communicate to me your Board's views by the 15th October 1901 at latest. Notice will then issue convening a meeting in December or January for the purpose of discussing the question only of constituting a regular permanent Conference, its scope and powers.

No. 129, dated the 20th December 1901.

From—The Secretary, Railway Conference,

To—The Agents and Managers of railways.

Replies have now been received to Railway Conference letters No. 45, dated 30th April 1901, and No. 85 of 12th August 1901, from all the twelve railways addressed except one. The replies show that out of eleven railways, three only have distinctly approved of the proposal to hold an annual Conference; one is directly opposed to the proposal; one having no railway competition to face would prefer not to be a party; one cannot accept the proposal without information as to the precise powers of the proposed annual Conference; one would rather stay in the background until the scheme has been formulated; two merely state that they have instructions from their Boards that any action taken by their Agent is subject to confirmation by his Board; and two are not prepared to accept the suggested proposals without discussion.

2. The President, therefore, while repeating that in putting forward for discussion the scheme proposed by the Manager, Oudh and Rohilkhand railway, it was not intended in any way to force this or any similar scheme on the members of the Conference, the intention being to leave it entirely to the members themselves to suggest any alterations they considered necessary, has now the honour to enquire from each railway administration whether the Agent will attend a Conference, if one is held in Calcutta, on the 3rd Monday of January 1902, to discuss—

(a) the question whether a Conference should be held annually with a permanent Secretary, and in the case of this being agreed to,

(b) the powers to be conferred on such a Conference.

In case the majority of the Agents are against the proposal to hold this Calcutta Conference, it must necessarily fall to the ground, and matters be allowed to remain on their old footing.

3. I am to add that, if any railway has any suggestions to offer in connection with this question, the President will be glad to receive them, but that the suggestions, if any, should reach the Secretary a fortnight before the Conference meets, and should preferably be submitted in print.

4. A very early reply will oblige in order to afford time for the necessary arrangements to be made.

APPENDIX No. 2.

No. 8, dated the 11th April 1899.

From—The Secretary, Railway Conference,

To—The Agents and Managers of railways.

In Railway Conference letter No. 9,* dated the 28th [illegible] views of the several [illegible] of railways were invit[illegible] Railwa[illegible] in August or September 1899. [illegible] important railways consider a [illegible] t, yet the majority are in favour of a Conference being held this year.

*Not printed.

2. [illegible] nment of India, [illegible] Conference this [illegible] your notice, as until they are settled it seems to the President that no good results can be expected from the proposed Conference.

3. At present the Conference Rules are only applicable to such railways as choose to accept them, and a majority of votes at the Conference means nothing so long as it is not held binding on all the railways parties to the Conference, and the consequence is that certain railways have accepted such rules as suit them, and rejected those that are in any way unfavourable. Instances have also occurred where railways have not hesitated to ignore certain rules, which they have already agreed to, when it has been in their interest to do so.

4. I am, therefore, to request that you will state definitely whether you [illegible] by, the decision of the majority of votes [illegible] hed to each rule for a breach thereof [illegible] be held in September or October 1899, [illegible] stances, you consider there will be any [illegible]

5. The favour of an early reply is requested.

APPENDIX No. 3.

Resolution No. 51 of the Railway Conference of 1899.

With reference to Resolution No. 8,* the discussion on the report of Sub-Committee No. 1, (appendix L printed below) appointed for the purpose of drafting a rule or rules to be adopted for making the Conference Regulations binding on all railway administrations who are parties to the Conference was then proceeded with.

*Not printed.

Proposed by Mr. S. Finney, seconded by Lieutenant-Colonel G. F. Wilson, R.E. :—

(*a*) That subject to the reservation in clause (*b*) below, all regulations (except those fixing rates and fares to be enumerated in a list to be subsequently prepared and appended to the final proceedings of this Conference) carried at the Railway Conference by not less than two-thirds of the votes of the railways who vote, shall, subject to confirmation by the Government of India and the Boards of the several railways interested, be binding on all railways parties to the Conference Regulations.

(*b*) That after the regulations passed at a Conference have been in operation for a period of six months, any railway or railways shall be at liberty, after giving six months' simultaneous notice to the Secretary to the Conference and all railways parties to the Conference, to withdraw from any regulation or regulations. This withdrawal shall only apply to transactions with the railway or railways giving the six months' notice.

(*c*) That all railway administrations who are parties to the Railway Conference shall constitute a Standing Committee to decide on disputed questions arising out of Conference rules in force.

(*d*) That railways having such disputes shall submit their cases to the Secretary of the Railway Conference, who shall circulate them to the aforesaid Standing Committee for opinion, and a decision carried by not less than two-thirds of the votes of such Committee shall have the force of a Conference Regulation.

(*e*) That in case of the majority being less than as provided for in clause (*d*) the question as between the railways concerned shall, unless those railways by mutual consent accept the opinion of the majority of the Conference, be decided by arbitration.

(*f*) That the scale of voting shall be that adopted at the Railway Conference immediately preceding the reference, subject to revision from time to time on account of alterations in mileage, etc.

Agreed to without dissent.

APPENDIX L.

Minutes of meetings of Sub-Committee No. 1 held on the 12th, 14th 18th and 19th September 1899, in accordance with Resolution No. 8 to consider Question 35, i.e., *The desirability of making the Conference Regulations binding on all railway administrations who are parties to the Conference.*

Appendix L. to the Proceedings of the Railway Conference of 1899.

The above question was submitted for consideration and report to a Sub-Committee composed of the following members :—

Mr. C. A. R. Crommelin.	Mr. N. Priestley.
" J. Douglas.	" F. W. Read.
" S. Finney.	Messrs. F. T. Rickards & W. B. Wright.
" J. Lightfoot.	Mr. J. Walker.
" A. Muirhead.	" H. Davies (*Secretary*).

Mr. Finney was elected as Chairman of the Sub-Committee.

Mr. Finney's proposal contained in Resolution No. 8 was read, and proposals and suggestions by Mr. Lightfoot, Lieutenant-Colonel Constable and Mr. Read for carrying out the object of the reference to the Sub-Committee were read and considered.

1. Mr. Finney remarked that he would accept Mr. Read's proposals subject to such emendations as might meet the views of the Sub-Committee, in place of the Resolution submitted by him for the consideration of the Conference. Mr. Finney's proposal as amended by Mr. Read's proposal was read as below :—

"(a) All regulations, except those relating to rates and fares, passed by the Railway Conference by a majority of not less than two thirds of the votes of the railways who elect to vote, shall, after having been confirmed by the Government of India and the Boards of the several railways interested, be binding on all railways parties to the Conference Regulations.

(b) In order to meet the necessity for interpretations and revisions of regulations passed at any and every Conference similar to the present one, a Sub-Committee be now appointed to consider and report to the Conference in what form Stand- ... the meaning ... and also (if ... rictions, with immediate effect, any regulation ... interpreta- ...

Paragraph (a) of the above proposals was approved with certain reservations.

2. Paragraph (b) (Mr. Read's proposal) was then read, and the following rules were suggested for consideration :—

(a) That all members of the Railway Conference shall constitute a Standing Committee to decide on disputed questions arising out of Conference rules in force

(b) Th... having disputes shall submit their cases to the President of the ...

(c) That in case of the majority being less than one-third the case shall be decided by arbitration conducted in the ordinary way.

3. Lieutenant-Colonel Constable's proposal as contained in appendix G,* Resolution No. 8, was then laid before the Sub-Committee, but the first paragraph was not approved, as it binds only members of the Conference who vote in favour of any particular resolution. It was considered that the remainder of Lieutenant-Colonel Constable's proposal would be met by the rules formulated below.

* Not printed.

4. Mr. Lightfoot's suggestions were then considered and merged in the following proposals recommended by the Committee.

5. The Committee, therefore, finally recommend the following regulations to ensure adherence to Conference rules by all railways who are parties to the Conference :—

[*Vide* Resolution No. 51 at head of this appendix.]

6. Mr. Douglas, while concurring in the rules proposed by the Sub-Committee wished to record that the scale of voting powers adopted by the Con- ... secure an adequate representation ... which are mainly and so largely interested in the matters ... nference Regulations. Note by Mr J Douglas.

... Rickards and Muirhead, while accepting the proposals of the ... desired to place on ... Great Indian ... 61, dated the 14th July ... Railway Company to the Agent, Great Indian Peninsula Railway, ... s follows :— Note by Messrs F. T. Rickards and A. Muirhead

"2. In the initial letter the President, Railway Conference, asks that each railway will state definitely whether—

(1) They are prepared to accept and to be bound by the decision of the majority of votes on each rule, and

(2) Are also prepared to be penalized for a breach of rule.

3. As regards the latter point, the Board conceive that the Railway Conference has no power under the Railway Act or other Acts to impose any penalty. The several railway administrations might, doubtless, amongst themselves, agree to suffer penalty for breach of rule, but no such agreement could be held binding unless every railway administration assented thereto. Absolute unanimity would, therefore, be necessary before such an arrangement could hold.

4. As regards the question of the majority of votes, it is observed that some of the rules passed by the Conference of 1893 were passed by a very small majority; and to this fact may be ascribed the hesitation on the part of some railways to be bound by all the rules. It must also be noted that there are several points of practical interest which may deal hardly with railways operating to the seaboard and which do not affect internal lines of communication; and *vice versâ*; but, under the present rules, the uninterested lines have full voting power and their action may nullify the conditions desired by the lines only interested. It seems therefore to the Board that on certain questions the voting power of the Conference should be restricted to those railways which only are interested. It is not considered that very many questions would come under this category; but their elimination would lead to far greater practical results, and would probably enable all lines to consent to be bound by 95 per cent. of the present rules if again passed in full Conference by substantial majorities—say two-thirds of the voting power. These would be the rules on which disputes would be settled, and they would render the work of auxiliary Arbitration Courts—such as the Claims Arbitration Committee in Southern India—a matter of routine business."

Resolved that the Sub-Committee submit these proceedings to the full Conference with the recommendation that the rules embodied in paragraph 5 be adopted by the Conference.

APPENDIX No. 4

Extract from the Proceedings of the Railway Conference of 1900.

The President, in opening the proceedings, spoke as follows:—

The efforts of the last meeting of this Conference were mainly directed towards— Opening speech by the President

(a) framing rules with a view to making the Conference Regulations binding on railway administrations, parties to the Conference;

* * * * * * *

2. Th
lutions 5 n Reso-
India on nent of
all the ra f almost
however, Board,
on the ground that under the existing scale of voting powers the interests of lines of greatest open mileage and carrying the highest traffic are not adequately represented. The views of the Board of the Assam Bengal railway and the Darjeeling-Himalayan railway have not yet been communicated.

3. This representation of the East Indian Railway Board necessitates the question of the voting powers allotted to railways being taken up for consideration at once before proceeding with any other business.

The first thing to be done therefore will be to consider any resolution that may be put forward for the revision of the existing scale of voting powers.

The existing scale is that passed under Resolution No. 3* of last year's Conference, and as this meeting is only the re-assembling of that Conference, those voting powers will continue in force and be exercised in connection with the first question to be put to the meeting.

* Not printed.

After this question has been settled, it is for the delegates to consider Resolution No. 51 of last year's Conference with the view of making the Con-
on all railways,
breach of the

I am of opinion that the Conference rules should be binding on all railways, parties to the Conference. Otherwise I see no necessity in continuing the Conference on the present lines, and if the majority of the delegates agree to this, as was done last year, this is the first resolution after the settlement of the voting powers question which should be put to the meeting.

If the majority decide against making the Conference Regulations binding, it will, I think, be wise to dissolve the Conference altogether. It will then be open to the delegates to convene a fresh Conference, electing their own President and Secretary and proceed to consider the subjects on the agenda or to take any further action which they may consider desirable. Should a dissolution of the Conference be decided upon, any further action must be taken by the representatives of railway companies themselves. The Managers of State worked railways will act independently as representatives of their own lines on behalf of Government.

It will not be out of place to here draw your attention to a proposal† sent up by the Manager, Oudh and Rohil-

† Vide appendix No. 5.

Railway Co
with a view
convenient to yourselves from time to time, of the Standing Committee under a President, to be elected by the members.

This question is also touched upo
worthy of very serious consideration.

‡ Not printed.

3. As regards the latter point, the Board conceive that the Railway Conference has no power under the Railway Act or other Acts to impose any penalty. The several railway administrations might, doubtless, amongst themselves, agree to suffer penalty for breach of rule, but no such agreement could be held binding unless every railway administration assented thereto. Absolute unanimity would, therefore, be necessary before such an arrangement could hold.

4. As regards the question of the majority of votes, it is observed that some of the rules passed by the Conference of 1893 were passed by a very small majority; and to this fact may be ascribed the hesitation on the part of some railways to be bound by all the rules. It must also be noted that there are several points of practical interest which may deal hardly with railways operating to the seaboard and which do not affect internal lines of communication; and *vice versâ*; but, under the present rules, the uninterested lines have full voting power and their action may nullify the conditions desired by the lines only interested. It seems therefore to the Board that on certain questions the voting power of the Conference should be restricted to those railways which only are interested. It is not considered that very many questions would come under this category; but their elimination would lead to far greater practical results, and would probably enable all lines to consent to be bound by 95 per cent. of the present rules if again passed in full Conference by substantial majorities—say two-thirds of the voting power. These would be the rules on which disputes would be settled, and they would render the work of auxiliary Arbitration Courts—such as the Claims Arbitration Committee in Southern India—a matter of routine business."

Resolved that the Sub-Committee submit these proceedings to the full Conference with the recommendation that the rules embodied in paragraph 5 be adopted by the Conference.

APPENDIX No. 4

Extract from the Proceedings of the Railway Conference of 1900.

The President, in opening the proceedings, spoke as follows :—

Opening speech by the President.

The efforts of the last meeting of this Conference were mainly directed towards—

(a) framing rules with a view to making the Conference Regulations binding on railway administrations, parties to the Conference ;

* * * * * * *

2. The recommendations of the Conference on (a) were embodied in Resolutions 51 and 79 to 81. These have been accepted by the Government of ... ent and by the Boards of almost ... The East Indian Railway Board, ... 51 on the ground that under ... sts of lines of greatest open ... adequately represented. The ... and the Darjeeling-Himalayan

3. This representation of the East Indian Railway Board necessitates the question of the voting powers allotted to railways being taken up for consideration at once before proceeding with any other business. ... resolution that ... may ...

* Not printed

... re-assembling of that Conference, those voting powers will continue in force and be exercised in connection with the first question to be put to the meeting.

After this question has been settled, it is for the delegates to consider Resolution No. 51 of last year's Conference with the view of making the Conference Regulations passed during the present meeting binding on all railways, and also to consider what penalty, if any, should be attached to a breach of the regulations by any railway party to the Conference.

I am of opinion that the Conference rules should be binding on all railways, parties to the Conference. Otherwise I see no necessity in continuing the Conference on the present lines, and if the majority of the delegates agree to this, as was done last year, this is the first resolution after the settlement of the voting powers question which should be put to the meeting.

If the majority decide against making the Conference Regulations binding, it will, I think, be wise to dissolve the Conference altogether. It will then be open to the delegates to convene a fresh Conference, electing their own President and Secretary and proceed to consider the subjects on the agenda or to take any further action which they may consider desirable. Should a dissolution of the Conference be decided upon, any further action must be taken by the representatives of railway companies themselves. The Managers of State worked railways will act independently as representatives of their own lines on behalf of Government.

It will not be out of place to here draw your attention to a proposal† sent up by the Manager, Oudh and Rohilkhand railway, to establish a permanent ... ndent of Government, ... ay be considered ... Railway Co ... Committee under with a view ... convenient ... a President, to be ...

† Vide appendix No 5.

This question is also touched upon by Mr. Lightfoot in his able note‡ on the desirability of establishing a Railway Clearing House in India and is, I think, worthy of very serious consideration.

‡ Not printed

The number of references made during the past year regarding the regulations which had only been in force a few months points to the desirability of there being a special Conference office and staff, independent of Government, who will be able to devote their whole time to Conference work.

It will also be observed that in nearly all cases, owing to the members being aware that a meeting would be held in September, there was a general request that the questions referred should be held over for discussion at this meeting.

This points to the necessity of more frequent meetings of this body. The establishment of a special Conference office would enable meetings to take place every year if desired, whereas on the existing lines we cannot expect to have a meeting for another three years at least. Such an office would cost, including salaries, printing, etc., about Rs. 25,000 per annum; and if divided between the State and other railways in proportion to ton-mileage, length of line or in any other way which may best suit the majority of lines, it will not, I think, be considered a very expensive luxury, and will no doubt greatly facilitate the disposal of the many references constantly being sent up to head-quarters.

If the present meeting is to be continued on the old lines, it is for your consideration whether the proposal mentioned above should be introduced for the future. I may here state that a certain amount of mis-apprehension appears to exist as to Government being desirous through these Conferences of increasing its power of interference in the working of companies' lines. I think it is only necessary to refer to last year's proceedings to show that no such desire exists. It will be noticed that Managers of State lines were not representing Government, but voted quite independent of each other in the interests of their own lines, and the only part Government has taken in the Conference is to accept the decision of the majority of the delegates.

Under these circumstances there is no reason to suppose that Government would oppose the proposal mentioned above for a Conference independent of it.

APPENDIX No. 5.

Note by the Manager, Oudh and Rohilkhand Railway.

With reference to Resolution 51* (*c*) of the Railway *Conference of 1889*, regarding the formation of a Standing Committee to decide disputed questions, the present manner in which disputed questions are circulated for the decision of the Standing Committee seems capable of improvement. It does not seem possible to represent every side of a question by statements in writing

Question No 29 (The establishment of a yearly Conference with a paid Secretary and office staff.)

* Appendix No. 3.

re[illegible]
H[illegible]
it [illegible]
be [illegible]
qu[illegible]
it [illegible]

them from every point of view. Railway matters in India are progressing so fast that a Conference once in 3 or [illegible] in rules necessary. It is propo[illegible] should be shorter in duration and [illegible] changes in the resolutions, after w[illegible] Committee to reconcile the var[illegible] obtain the benefit of all opinions before giving a decision. It is claimed for this proposal that a larger number of parties to the Conference would be likely to [illegible]

[illegible] thought that the time has come that a complete record of all the disputed readings and the pith of the arguments used for and against them should be kept and some continuous history maintained of the Conference proceedings both as a Conference and Standing Committee, and that the whole literature of the Conference should be properly and systematically edited. It very often happens at the Conference that some member uses as an argument his remembrance of why such and such resolution was put forward by such and such a man in such and such a year. It ought to be possible in all such cases for the Con[illegible] refer at once to a Secretary or a Registrar [illegible]h statements. As at present conducted, it [illegible]able part of these Conferences will be lost, unless each one individually compiles his own record. The whole proceedings are getting quite big enough and important enough to deserve some constant factor such as a Registrar or Secretary to edit and compile them.

The following issues were framed on the above proposal.—

(*a*) Whether it is desirable to establish a yearly Conference with a paid Secretary and office staff, and if so,

(*b*) whether the railways are prepared to contribute towards the cost† of keeping up a permanent establishment.

(*c*) In the event of (*b*) being agreed to, on what basis should the total cost be apportioned between the several railways?

† [illegible] annum Govern[illegible] [illegible]s, would amount [illegible] of sufficient importance.

APPENDIX No. 6.

Extracts from the Proceedings of the Railway Conference of 1900.

* Appendix No. 5.

The recommendations on Question No 29* (The establishment of a yearly Conference with a paid Secretary and office staff) were next taken up for consideration.

Resolution No. 37 of the Railway Conference of 1900.

Proposed by Lieutenant-Colonel H. D. Olivier, R.E., seconded by Lieutenant-Colonel G. F. Wilson, R.E. :—

> That a yearly Conference be held with a paid Secretary and office staff; that the latter have their head-quarters at Simla, but that the Conference be held each year at such place as may be determined on at the previous Conference.

Agreed to without dissent.

Resolution No. 38 of the Railway Conference of 1900.

Proposed by Lieutenant-Colonel J. Burn Murdoch, R.E., seconded by Lieutenant-Colonel H. D. Olivier, R.E. :—

> That the administrations of the various railways recommend Government or their Boards to contribute towards the cost of keeping up the necessary permanent establishment, the cost being apportioned between the several railways in direct proportion to their voting powers. The approximate cost is believed to be about Rs. 260 per vote per annum.

Agreed to without dissent.

Extracts from the Proceedings of Committee No. 1 (Appendix J to the Proceedings of the Railway Conference of 1900).

XXXIV.—*Proposed by Mr. Spalding and seconded by Mr. Dring* :—

> That the discussion of Question No. 29 be taken up in full Conference.

Amendment proposed by Mr. Lightfoot and seconded by Lieutenant-Colonel Olivier :—

> That issue (*a*) of Question No. 29 be now discussed.

The Committee divided on the amendment :—

Ayes—62 votes.	Votes.	*Noes—27 votes.*	Votes.
J. Burn Murdoch (S. M. ry)	6	W. H. Dring (E. I. ry.)	10
E. H. Dwane (Nizam's ry.)	4	A. F. P. Graves (B. N. ry.)	6
W. B. Wright (I. M. and G. I. P. rys.)	13	G. F. Wilson (O. & R. ry)	6
H. D. Olivier (B., B. & C. I. ry.)	9	W. H. Spalding (S. I. ry.)	5
J. Lightfoot, (E. B. and C. P. Cs' rys.)	7		
E. F. Jacob (N. W. ry.)	10		
A. Izat (B. &. N. W., R. & K. and B. D. rys.)	8		
F. Dunsterville (Madras ry.)	5		

[Mr. W. Drew (E. C. ry.) and Mr. J. Stuart (A. B. ry.) did not vote.]

The amendment was carried.

XXXV.—*Proposed by Lieutenant-Colonel Olivier and seconded by Lieutenant-Colonel Wilson.*—That a yearly Conference be held with a paid Secretary and office staff; that the latter have their head-quarters at Simla, but that the Conference be held each year at such place as may be determined on at the previous Conference.

Lieutenant-Colonel Olivier's proposal was carried, the voting being as follows:—

Ayes—53 votes.

	Votes.
J. Burn Murdoch (S. M. ry.	6
E. H. Dwane (Nizam's ry.)	4
W. Drew (E. C. ry.)	4
E. F. Jacob (N. W ry.)	10
H. D. Olivier (B.,B. & C. I. ry.)	9
J. Lightfoot (E. B. ry)	6
G. F Wilson (O. & R. ry.)	6
F. Dunsterville (Madras ry.)	5
J. Stuart (A. B. ry.)	3

[Mr. W. A. Dring (E. I. ry.), Mr. W. B. Wright (I. M. and G. I. P. rys), Mr. W. H. Spalding (S. I ry.), Mr. A. Izat, C I.E., (B and N. W., R. and K., and B. D. rys) Mr. A. E. P. Graves (B. N. ry.), and Mr. J. Lightfoot (C. P. Cs.' ry.) did not vote.]

It was decided by the Committee to proceed with the discussion on issues (*b*) and (*c*).

Proposed by Lieutenant-Colonel Burn Murdoch, and seconded by Lieutenant-Colonel Olivier:—

[illegible] their Boards [illegible] nent, the cost [illegible] oting poweis.

Amendment proposed by Mr. Wright, and seconded by Mr. Izat:—

That the proportion of the cost of keeping up a permanent Conference establishment, which would be payable by those railways who are already charged a fixed rate for Government supervision and control, *shall be borne by Government out of* such fixed charge.

The Committee divided on the amendment, which was lost on a show of hands. The Committee then divided on the original proposal:—

Ayes—59 votes	Votes	*Noes—8 votes.*	Votes.
J. Burn Murdoch (S M ry.)	6	A Izat (*B.* & N W , R. & K. and B D. rys)	8
E. H. Dwane (Nizam's ry.)	4		
W. Drew (E. C. ry)	4		
H. D Olivier (B , B. & C. I. ry.)	9		
J. Lightfoot (*E. B. ry.*)	6		
G. F. Wilson (O. & R. ry.)	6		
E. F. Jacob (*N. W. ry*)	10		
F. Dunsterville (Madras ry.)	5		
W. H. Spalding (S. I. ry.)	5		
J. Stuart (A. B. ry)	3		

[Mr. W. A. Dring (E. I. ry.), Mr. W. B. Wright (I M. and G. I. P. rys.) Mr. A. E. P. Graves (B. N. ry.), and Mr. J. Lightfoot (C. P. Cs.' ry.) did not vote.]

Proposal was carried.

APPENDIX No 7.

Extract from the Proceedings of the Railway Conference of 1900.

Resolution No. 3 the Railway Conference of 1900.

Proposed by Lieutenant-Colonel J. Burn Murdoch, R.E., seconded by Lieutenant-Colonel G. F. Wilson, R.E. :—

That in Resolution No. 51 which reads as follows—

(*a*) That subject to the reservation in clause (*b*) below, all regulations (except those fixing rates and fares to be enumerated in a list to be subsequently prepared and appended to the final proceedings of this Conference) carried at the Railway Conference by not less than two-thirds of the votes of the railways who vote shall, subject to confirmation by the Government of India and the Boards of the several railways interested, be binding on all railways parties to the Conference Regulations.

(*b*) That after the regulations passed at a Conference have been in operation for a period of six months, any railway or railways shall be at liberty, after giving six months' simultaneous notice to the Secretary to the Conference and all railways parties to the Conference, to withdraw from any regulation or regulations. This withdrawal shall only apply to transactions with the railway or railways giving the six months' notice.

(*c*) That all railway administrations who are parties to the Railway Conference shall constitute a Standing Committee to decide on disputed questions arising out of Conference rules in force.

(*d*) That railways having such disputes shall submit their cases to the Secretary of the Railway Conference, who shall circulate them to the aforesaid Standing Committee for opinion, and a decision carried by not less than two-thirds of the votes of such Committee shall have the force of a Conference Regulation.

(*e*) That in case of the majority being less than as provided for in clause (*d*), the question as between the railways concerned shall, unless those railways by mutual consent, accept the opinion of the majority of the Conference, be decided by arbitration.

(*f*) That the scale of voting shall be that adopted at the Railway Conference immediately preceding the reference, *subject to revision from time to time on account of alterations in mileage, etc.**

clauses (*b*) and (*f*) be cancelled and that clauses (*a*) and (*d*) be modified as shown below :—

(*a*) That all regulations and rulings carried at the Railway Conference as binding by not less than two-thirds of the votes of the railways who vote shall, subject to confirmation of Government of India and the Boards of the several railways concerned, be binding on all railways parties to the Conference.

(*d*) That railways having such disputes shall submit their cases to the Secretary of the Railway Conference. When doing so the railway or railways concerned shall state whether an opinion (not binding) or a ruling (ruling including any new rules, regulations, etc.) is required. The Secretary shall circulate the papers to the aforesaid Standing Committee. If a ruling has been asked for, the ruling, if carried by not less than two-thirds of the votes of such Committee, shall have the force of a Conference Regulation until rescinded by another vote of the Railway Traffic Conference or the Standing Committee.

Amendment proposed by Mr. E. F. Jacob, C.I.E., seconded by Mr. A. Muirhead :—

That Resolution No. 51 as passed at the Conference of 1899 be now confirmed.

The Conference divided on the amendment :—

Ayes—66 votes.	Votes.	*Noes—18 votes.*	Votes.
E. H. Dwane (Nizam's ry.)	5	J. Burn Murdoch (S. M. ry.)	6
W. Drew (E. C. ry.)	4	H. D. Olivier (B., B. & C. I. ry.)	7
W. A. Dring (E. I. ry.)	7	†G. F. Wilson (O. & R. ry.)	5
A. Muirhead (G. I. P. ry.)	7		
W. B. Wright (I. M. ry.)	5		
J. Lightfoot (E. B. ry.)	5		
A. E. P. Graves (B. N. ry.)	5		
E. F. Jacob (N. W. ry.)	7		
A. Izat (B. and N.-W., R. & K. & B. D. rys.)	7		
F. Dunsterville (Madras ry.)	5		
W. H. Spalding (S. I. ry.)	5		
J. Stuart (A. B. ry.)	4		

Amendment *agreed to.*

* The sentence in *italics* has since been modified to read as follows :—
"unless the voting scale shall have been subsequently revised, prior to the reference, when the revised scale shall be adopted."
(Railway Conference letter No. 78, dated the 29th July 1901.)

† In the proof of the proceedings of first day's meeting, Lieutenant-Colonel G. F. Wilson, R.E., was shown as having voted in favour of Resolution No. 3. At the meeting on 19th September 1900, he pointed out that this was an error, and, with the permission of the Conference, his vote was recorded against the Resolution originally intended.

APPENDIX No. 8.

No. $\frac{8207 B}{1218}$, dated 11th February 1902,

From—The Agent, Southern Mahratta railway,

To—The Secretary, Railway Conference.

With reference to correspondence ending with your No. 16,* dated 14th January 1902, I have the honour to submit, for reference to the Standing Committee of the Railway Conference, a memorandum, regarding the action to be taken on the refusal of the Madras railway to abide by their decision, communicated to you in letter No. M. 12335† of 13th November 1901, from the Agent and Manager, Madras railway.

* *Not printed.*

† *Vide* pages 33 & 34 *seq.*

Memorandum referred to.

[illegible]

[illegible] appointed " for the purpose of interpreting the meaning of *any regulations* " * * * " and also (if considered desirable) to revise under certain precautionary restrictions with immediate effect any regulation which *may* need *revision,*" etc.

2. The proposals having been considered by Sub-Committee No. 1 the following rules, based on them, were framed, and having been agreed to in full Conference, without dissent, became part of the Conference Regulations.

Extract—51 (*c*) That all railway administrations who are parties to the Railway Conference shall constitute a Standing Committee to decide on disputed questions arising out of Conference rules in force.

(*d*) That railways having such disputes shall submit their cases to the Secretary of the Railway Conference, who shall circulate them to the aforesaid Standing Committee for opinion, and a decision carried by not less than two-thirds of the votes of such Committee shall have the force of a Conference Regulation.

3. These rules were confirmed by the Conference of 1900, the Delegate for the Madras railway again voting in favour of them.

4. The Madras Railway Company subsequently submitted to the Standing Committee a case for decision, which had, shortly stated, arisen under the following circumstances, namely :—

[illegible]

freight on parcels and luggage on the local distance of each railway calculated from the junction with the Madras railway. This the Madras railway considered contrary to Conference rules, and by letter No. R. 11916,‡ dated 6th February 1900, referred the matter to the Railway Conference for the opinion of the Standing Committee.

‡ Not printed.

5. The issues raised by the Madras railway and the voting of the Standing Committee in connection with the questions, are given below.

Issues.	Votes recorded. For Great Indian Peninsula and Southern Mahratta railways.	For Madras railway.
(1) Is the Great Indian Peninsula advice 1 (Coaching) R. 85, dated 6th January 1900, in order ?— (a) Under Conference Regulation 32. (b) In the absence of dissent from Regulation 53 (h).	Yes. (78 votes.)	No. (13 votes.)
(2) Would the Great Indian Peninsula advice be in order if it had been made to apply only to traffic on which the Madras railway claim independent local charges?	Yes. (65 votes.)	No. (13 votes.)
(3) Is the Southern Mahratta railway advice (telegram R. 68 of 9th January 1900) in order? (a) Under Conference Regulation 32. (b) In the absence of dissent from Regulation 53 (h).	Yes. (78 votes.)	No. (13 votes.)
(4) If the Great Indian Peninsula and the Southern Mahratta railways advices are in order from what date can they be made to take effect?	The date on which the Madras railway notification came into force (76 votes.)	

6. In this connection it will be seen from page 5 of the Proceedings of the Conference of 1900, that Mr. Dunsterville, the representative of the Madras railway, in a discussion as regards rules being held to be binding, asked the Members of the Conference to understand that the Madras Railway Company did not admit that they had in any way broken a Conference Rule, and that in the particular case referred to, the Agent and Manager of the Madras railway had asked for a fresh reference to the Standing Committee, for the reasons set forth in his letter of the 10th September 1900 and its enclosures.

7. The Acting Agent and Manager of the Madras railway by letter No. M. 12335, dated *13th November 1901*, addressed to the Secretary of the Railway Conference, notwithstanding that the reference in the case in point had been made to the Standing Committee by that Company, now states that "*the question whether the Madras railway may or may not quote adjusted rates is not one which can be appropriately referred to the Standing Committee,*" and adds that he cannot take further action under that Resolution.

8. The subject of the dispute has now been referred on three separate occasions (once to the Claims Arbitration Committee of Southern India and twice to the Conference) by the Madras railway, for a decision, and on all three occasions decisions adverse to that Company were given, which they still decline to abide by, in direct contravention of Conference Resolution No. 51 of 1899, confirmed by Resolution No. 3 of 1900, the provisions of which they had accepted.

9. The Conference is now asked to decide the following issues:—

First.—The Madras Railway Company having declined to accept the final decision of the Standing Committee on a question referred to that Committee in accordance with Resolution No. 51 (c) & (d) of 1899, whether the Conference will consider the desirability of a reference being made to the Government of India, in view to a settlement of the matter in dispute.

Secondly.—Whether the Conference will consider the necessity for now adopting as an addition to Resolution No. 51 of the Conference of 1899, a rule corresponding to the following rule extracted from the English Clearing House Regulations:—

"*The corporation have the power of giving notice to any Company that it shall cease to be a party to the Clearing System in one month from the date of such notice; but the meeting at which the resolution to give notice is adopted must be specially called for the purpose, and two-thirds of the members present must concur in it.*"

Thirdly.—In
Madras
decisior
abide b

No. M. 12335, dated the 13th November 1901.

From—The Agent and Manager, Madras railway,

To—The Secretary, Railway Conference.

I have the honour to refer to your letter No. 60* of 12th June 1901 and must first express my regret that it has remained so long unanswered. That letter conveys to me the decision of the Standing Committee of the Conference on practically two questions:—

* Not printed.

(1) Was the issue of Madras railway advice No. 12 of 1899 irregular?

(2) Was the Madras railway in order in charging on fictitious distances?

2. In regard to the first point, I may remark that, at the time the advice 893 was *in force* and the advice was obviously ι, as were equally the whole of the advices all railways in connection with the introduc-ion of Conference Regulations of 1899. They could all be accepted by mutual consent only.

The only portion of the notice, however, to which exception is now taken, the paragraph referring to local rates having been already cancelled, is the table of equalised mileages.

This table with the exception of the addition of one station, Ranipet, was identical with that re-introduced from 1st January 1900 by advice No. 11 of 1899, which was duly notified on the 20th November 1899, under Conference Regulation 32 (*a*) in the following terms:—

COACHING.

"Parcels traffic item 1 of advice No. 7 and item 1 of supplement to advice No. 8 of 1898 will be introduced in through booking *viâ* Raichur with effect on and from 1st January 1900 (paragraph under "Coaching" of advice No. 8 of 1899 is hereby cancelled)."

fication in advice No. 12 in force, the validity or

The Madras railway representative dissented at the Conference from Regulation 53 (then 55) (*h*).

The dissent was confirmed by the Board of Directors, was notified to all railways by the Management in this country and is duly noted in the official copies of the Conference Regulations.

Apparently from footnote (*a*) to your letter, the ground on which you refer to the absence of dissent, is that notice of dissent had not been given under Resolution 51 (*b*) of 1899. But you appear to have overlooked the fact that this refers to dissent from a binding regulation and that a necessary precedent to a regulation being binding on a railway is the confirmation of its Board, *vide* Resolution 51 (*a*) of 1899.

But the Board of the Madras railway not only did not confirm Regulation 53 (*h*) so as to make it binding but they did confirm a dissent from it, as was presumably necessary to establish such dissent, and hence Regulation 53 (*h*) of 1899 is not, and has never been, binding on the Madras railway and no further dissent is therefore necessary.

It follows from this that since Regulation 53 (*h*) does not, as regards the Madras railway, come under the terms of Resolution 51 (*a*) of 1899, *i.e.*, is not a binding Regulation, the question whether the Madras railway may or may not quote adjusted rates, is not one which can be appropriately referred to the Standing Committee.

4. My predecessor appears to have referred in the belief that, since other railways in Northern India had equalised distances without objection, the principle would be accepted by the Standing Committee, and he would thus avoid being placed in direct conflict with the Conference.

I note that his anticipation was so far justified that the decision in regard to the question of adjusted milcages was not approved by the necessary two-thirds majority.

5. It appears to me however that in making the reference, the Madras railway placed itself in a false position, and the unpleasant duty has therefore devolved upon myself of extricating it therefrom.

It is obvious that since the position I have adopted is that the question is not a suitable one for reference to the Standing Committee under Resolution 51, I cannot consistently take further action under that resolution, and I propose therefore to endeavour to settle the dispute by mutual agreement with the railways concerned.

A copy of this reply has been sent to all railways to whom the reference was made.

APPENDIX No. 9.

Details of the scheme proposed by the Manager, Oudh and Rohilkhand railway, for the formation of a permanent annual Conference.

It is apparent that our labours at the Railway Conference and in the Standing Committee, as at present constituted, have not so far commanded the confidence of Government; and that, if they are not rendered more effective by a reconstitution of the Conference and Standing Committee, matters will be taken out of our hands, and Government will take steps to see that its interests, as the largest shareholder of railways and as the guardian of the country, do not suffer.

2. In the words of paragraph 14 of the Secretary to the Conference's letter No. 45* of 30th April 1901, "unless railways can come to some better understanding among themselves on matters of rates, and adopt rules which will," [illegible] control and interference, specially in rates questions.

* *Vide* appendix No. 1.

3. It seems evident from the Secretary's letter that the first reform to be aimed at in the reconstitution is the making of the resolutions of the reconstituted body, whether passed unanimously or by an agreed-upon majority, *binding on all the railways parties to the new constitution without further reference to Government or Boards of Directors.* It is easy to imagine cases in which a resolution, though in the interests of the majority of railways, might have a prejudicial effect on the interests of one or more railways pecu- [illegible]

[illegible] select Committee of members (mentioned [illegible] exceptional *exemption or terms* as will meet its requirements. [illegible] Conference would consider the case and give an [illegible] next Conference, when such award [illegible] rence and confirmed or modified.

[illegible] matter to be considered in the reconstitution is, the *impor-* [illegible] *and the* [illegible] not been treated by [illegible] be provided for.

[illegible]

6. In order to enable complete and exhaustive [illegible] or dispute referred to [illegible] decision being arrived at. [illegible] dispute will require to be set forth, as [illegible] it bear on the subject will have to be [illegible] may have to be consulted; and, again, in [illegible] the Conference or Committee available for future reference, together with all the arguments for and against any particular

proposal or dispute, such proceedings will require to be taken down in shorthand and carefully summarised and edited. The scheme provides for a permanent Secretary and office to carry this out under the direction of a Select Committee of Control, to be elected annually from the railways parties to the Conference or Standing Committee. Provision will have to be made in the scheme for the salary of the Secretary, his office establishment, office house-rent, printing and contingencies.

7. These seem the main points that require attention in the reconstitution of the Committee, and it is only left now to put forward a scheme as a basis for discussion at the meeting to be held at Simla as mentioned in the Secretary's letter, paragraph 17.

SCHEME.

That instead of a Railway Conference presided over by an officer appointed by Government, a Railway Conference or Standing Committee presided over by a President elected from its members be constituted—

(1) to consider all questions referred to it by Government, railways parties to the Conference, or the public;

(2) to arbitrate between railways in all disputes or questions of through or competitive rates;

(3) to interpret all disputed readings of Conference rules, decisions, and awards.

2. The Conference shall consist of a delegate from each railway open for traffic in India. Besides the one delegate, other officers of railways, by desire of Agents or Managers, may attend the meeting, but they can take no part in the proceedings. The President shall be elected from the members of the Conference, shall hold office for one year and shall direct the proceedings of the Conference and vote, remaining as President till his successor is elected the following year.

3. That this Conference or Standing Committee meet at least once a year on the first Monday in September, at such place as may be determined upon at the previous meeting, and shall sit till all the questions that have been referred to it have been decided, or until otherwise agreed upon.

4. That a permanent Secretary, with suitable office establishment, be appointed under a Select Committee of members (such Committee to consist of three members including the President) to duly record and edit the proceedings of the Conference or Committee and perform all the office work pertaining thereto.

The head-quarters of the Secretary and his office shall be ____________

The Secretary shall not be a member of the Conference.

5. Two-thirds of the members of the Conference, including the President, shall form a quorum. The hours of business shall be from 11 o'clock to 16 o'clock, Saturdays and Sundays excepted.

6. All decisions of the Committee carried by a majority of one-third of the votes of those voting shall be binding on railways parties to the Conference or Standing Committee, and shall come into force three months after the publication of the proceedings, except as provided for in clause 7 below.

(*a*) The scale of votes for each railway will be that passed in the Conference immediately preceding the one at which votes are taken, and shall be based on the method of calculation agreed upon at the Conference of 1900.

7. In the event of any railway or railways finding that the decision of the majority affects them so adversely as to press for revision or modification in their case, such railway or railways must take action on the decision under rule 6, but may, within three months after the publication of the proceedings of the Conference, refer in writing their grievance to the Select Committee of members mentioned in paragraph 4 for consideration. Such reference shall set forth the case in full and must be in print and shall be accompanied by a fee of Rs. 400 to cover expenses and to provide a fee to each of the three members of

the Select Committee for their work as arbitrators. The Select Committee ...h shall be binding till the next ... the full Conference and the

(a) The lodgment of an appeal under rule 7 against any resolution of the Conference shall not defer action on such resolution pending the decision on the appeal to the Select Committee.

8. All questions for discussion at the Conference or all cases of votes, etc. ... for holding the Conference, otherwise they will be omitted from the discussions unless specially admitted by a vote in Conference.

9. That the railways parties to the Conference or the Standing Committee shall defray the expenses connected with the conduct of business in a manner to be decided on at the first meeting. The total estimated yearly expenditure ... of the Conference, on ... dard gauge line might make an annual payment of Re. 1 per mile open, each metre gauge annas 12 per mile open, all other gauges annas 8 per mile open. It is also suggested that a railway referring any point, other than an appeal from a resolution, for circulation and decision of the Standing Committee shall deposit the sum of Rs. 100 to cover printing and circulating charges.

The approximate cost of establishing the office of the Conference with the Secretary is enclosed.

	Monthly.			Annually.		
	Rs.	A.	P.	Rs.	A.	P.
Secretary (Rs. 1,000 to Rs. 1,500)	1,500	0	0	18,000	0	0
Clerks	250	0	0	3,000	0	0
2 Typewriting clerks and Short-hand writers, at Rs. 50 each	100	0	0	1,200	0	0
1 Daftri	20	0	0	240	0	0
3 Menials	21	0	0	252	0	0
Office rent	60	0	0	720	0	0
Printing, stationery, contingencies	...			5,000	0	0
				28,412	0	0
First cost of equipment and furniture, including two Remington type-writing machines	...			4,000	0	0

APPENDIX No. 10.

Dated the 6th January 1902.

From—Major H. Bonham-Carter, R.E., Acting Agent and Manager, Madras railway,

To—The Secretary, Railway Conference.

Your letter No. 129,* dated December 20th, 1901.

* *Vide* page 20 *ante.*

I venture to make the following remarks with reference to the proposed Conference on the 20th instant, but in doing so wish it to be understood that I make them as an individual and not as Agent of the Madras railway speaking as the mouthpiece of the Board. My object is to clear up certain points which appear obscure or uncertain and to endeavour to assist in arriving at a more satisfactory state of affairs than is described in the first paragraph of your letter under reply.

2. In the first instance, it would seem desirable that the Government of India be asked to state generally, but authoritatively, the extent to which they are prepared to depute their powers to the Conference, that is to say, how far the Conference is to be allowed unfettered discretion in dealing with questions referred to it, or how far it is to be bound by certain principles to be laid down by Government. As an illustration of my meaning, I would refer to the question of the fixing of rates and fares.

3. In paragraph III of the observations to Public Works Department† Resolution No. 1446 R. T., dated December 12th, 1887, laying down the principles upon which railways were to be allowed a free hand in varying rates and fares within the maxima and minima of the respective classes, it is stated :—

† Not printed.

"In granting this freedom, however, it is assumed that the English Clearing House principle, that in the case of two competitive routes between two stations, the Company owning the shortest route fixes the rate, is accepted." This principle, so far as applicable to rates between junctions, was embodied in the Conference Regulations of 1888, 1893 and 1899, but was cancelled at the Conference of 1900 without objection from Government.

Again, as regards parcels rates, Government laid down, it is believed, in one instance on a reference from the Southern Mahratta railway that through parcels rates were not to be equalised : but in other cases parcels rates have been equalised by State lines and lines over which Government has control in such matters without objection from Government.

4. It must be admitted that the results of the reference to the Boards show that the proposal to vest the Conference with large absolute powers is viewed with some apprehension, and a part of this apprehension is, I think, due to the action of the Conference itself in practically endeavouring to force conformity with Conference Regulations upon railways irrespective of any dissent recorded either by the representatives in India or the Boards.

This action, so far as information is available in this office, goes considerably beyond the practice of any of the Committees or Conferences of the Railway Clearing House in England, and while the circumstances no doubt differ largely from the existence in India of the very large control possessed by the Secretary of State over Indian railways, I venture to think that the fears of the Boards would be considerably allayed by a definite pronouncement of policy on the part of the Government of India.

5. While alive to this aspect of the question, I am none the less sensible of the difficulty, that if any advantage is to be obtained from a set of Conference Regulations, it must not be made too easy for a railway to dissent from them ; but it should not be impossible to arrive at a compromise without enforcing against a railway, which felt bound to dissent from a particular regulation, the

extreme penalty of exclusion from the Conference—a penalty which would often *place the constituents of an offending* railway in a position, for which, in England, they could obtain legal redress.

6. It occurs to me that a possible *modus vivendi* would be arrived at by the Government of India laying down certain definite powers which it was prepared to depute to the Conference and certain principles by which it should be guided, and that an appeal from any decision of the Conference, either on the ground of its being *ultra vires* or in contravention of these principles, should lie to the Government of India.

Such an appeal might be decided either by the *Government of India or by* [illegible] lodged in the first [illegible] mplaints; the costs [illegible] r the Conference in [illegible]

7. In the absence of any definite pronouncement of policy on the part of Government, it is difficult to make any suggestion as to the powers to be given *to the Conference or the principles by which they should be guided, and it is* perhaps hardly proper that I should do so. In order, however, to invite discussion, I may say that my understanding of the subject, with perhaps an [illegible] f it is that Government desire to transfer to a properly [illegible] er certain questions affecting [illegible] nal to discharge to some extent [illegible] the various Committees of the Clearing House in England. *To exercise these powers* and discharge these [illegible] the tribunal must be guided by the principles laid down in the Rail- [illegible] deputing powers regard- [illegible] opinion, reasonably and advantageously insist [illegible] of such principles *as the fixing of rates* [illegible] up to a limit of [illegible] ted, and the division [illegible]

8. Some of the Boards have insisted that their approval of any subject to be referred to the Conference should be obtained prior to the reference being made. Such objections are doubtless due to a want of confidence in the Con*ference* which would be largely removed if Government would see its way to the imposition of some such conditions as I have suggested and the constitution of a court of appeal.

APPENDIX No. 11.

Rules for the conduct of business at the Railway Traffic Conference of 1902.

The rules for the conduct of business shall be as follows :—

(1) To consider the proposal regarding the establishment of a permanent annual Conference independent of Government with a paid Secretary and a President to be elected annually by the members and to frame rules in cases in which they are needed.

(2) The Committee shall consist of a President appointed by the Government of India who shall direct the proceedings, one officer appointed by each railway administration working a line in India, and a Secretary to the Conference, to be nominated by the Government of India.

(3) The voting power of each delegate will be determined with reference to the importance of the railway he represents.

(4) Railway officers, other than delegates, attending the meeting shall also be eligible to serve on any of the sub-committees. The proceedings of sub-committees shall have no force until confirmed by a full Conference or quorum.

(5) Two-thirds of the members of the Conference, including the President, shall form a quorum.

(6) The hours of business shall be from 11 o'clock till 16 o'clock daily, Saturdays and Sundays excepted.

APPENDIX No. 12.

Scale for votes on mileage basis.

Not exceeding 250 miles . . 1 vote.	Above 1,500 to 2,000 miles . . 6 votes.
Above 250 to 500 " . . 2 votes	" 2,000 to 2,500 " . . 7 "
" 500 to 750 " . . 3 "	" 2,500 to 3,000 " . . 8 "
" 750 to 1,000 " . . 4 "	" 3,000 " . . 9 "
" 1,000 to 1,500 " . . 5 "	

Scale for votes on freight ton-mileage basis

Not exceeding 10 million freight ton-miles . . . . 1 vote.	Above 250 million to 400 million freight ton-miles . . . 7 votes.
Above 10 million to 50 million freight ton-miles . . . 2 votes.	Above 400 million to 600 million freight ton-miles . . . 8 "
Above 50 million to 100 million freight ton-miles . . . 3 "	Above 600 million to 800 million freight ton-miles . . . 9 "
Above 100 million to 150 million freight ton-miles . . . 4 "	Above 800 million to 1,000 million freight ton-miles . . . 10 "
Above 150 million to 200 million freight ton-miles . . . 5 "	Above 1,000 million to 1,500 million freight ton-miles . . . 11 "
Above 200 million to 250 million freight ton-miles . . . 6 "	Above 1,500 million freight ton-miles . . . . 12 "

Railway.	Mileage open and under construction on the 31st December 1900.	Half number of votes on mileage basis	Actual freight ton-mileage for 1900.	Half number of votes on freight ton mileage basis	Total number of votes for each delegate
East Indian	2,236½	3½	2,103,392,896	6	10
Bombay, Baroda and Central India . .	2,886¾	4	1,086,571,582	5½	
Great Indian Peninsula (a) . . .	2,799½	4	1,032,888,979	5½	
North Western	3,633½	4½	763,782,407	4½	9
Bengal and North-Western . . .	1,331¾	2½	153,742,800	2½	8
Rohilkund and Kumaon . . .	285	1	27,395,603	1	
Bengal Dooars	153	½	1,427,442	½	
Bengal-Nagpur (b)	1,718½	3	468,248,326	4	7
Madras (b)	1,503½	3	287,158,079	3½	7
Eastern Bengal	1,048¾	2½	263,258,356	3½	6
Southern Mahratta	1,591¾	3	185,601,023	2½	6
Oudh and Rohilkhand	1,149½	2½	211,249,299	3	6
Burma	1,392¾	2½	177,239,316	2½	5
South Indian	1,365	2½	115,721,626	2	5
His Highness the Nizam's Guaranteed State.	736	1½	168,241,362	2½	4
Assam-Bengal	744½	1½	34,412,866	1	3
Bengal Central	127¾	½	18,645,747	1	2
Calcutta Port Commissioners' . .	8½	½	(c)	½	1

(a) Includes the Indian Midland railway

(b) Includes the portion of the East Coast railway incorporated into the system with effect from the 1st January 1901. In the case of freight ton mileage the figures have been divided in the ratio of mileage transferred to each system

(c) Information not furnished For the purpose of calculating the voting powers, the aggregate freight ton mileage has been taken as under 10 million.

APPENDIX No. 13.

Vide Resolution No. 2 of the full Conference of 24th February 1902.

Proceedings of the Committee of the full Conference on 24th February 1902, afternoon.

1st meeting, afternoon of 24th February 1902.

Present:

A. Izat, Esq., C.I.E., *Bengal and North-Western, Rohilkund and Kumaon and Bengal Dooars railways, President.*

Lieutenant-Colonel H. D. Olivier, R.E., *Agent, Bombay, Baroda and Central India railway.*

T. R. Wynne, Esq., *Agent and Chief Engineer, Bengal-Nagpur railway.*

W. Pendlebury, Esq., *Agent and Manager, Nizam's Guaranteed State railway.*

Major A. D. G. Shelley, R.E., *Agent, South Indian railway.*

Major H. Bonham-Carter, R.E., *Agent and Manager, Madras railway.*

H. P. Burt, Esq., *Officiating Manager, Eastern Bengal State railway.*

H. Wenden, Esq., *Agent, Great Indian Peninsula railway.*

W. B. Wright, Esq., *Traffic Manager, Southern Mahratta railway.*

J. Manson, Esq., *Officiating Manager, Oudh and Rohilkhand railway.*

J. Douglas, Esq., *Agent, East Indian railway.*

A. T. Goodfellow, Esq., *Agent, Burma railway.*

C. H. Windle, Esq., *Traffic Manager, Calcutta Port Commissioners' railway.*

R. S. Strachey, Esq., *Agent, Assam-Bengal railway.*

E. F. Jacob, Esq., C.I.E., *Traffic Superintendent, North Western railway.*

E. W. H. Staples, Esq., *Agent and Chief Engineer, Bengal Central railway.*

A. W. U. Pope, Esq., *Traffic Superintendent, Oudh and Rohilkhand railway, Secretary.*

Also attended—

G. V. Martyn, Esq., *Consulting Engineer for Railways, Burma.*

E. W. Arundel, Esq., B.A., *Consulting Engineer to the Government of India for Railways, Assam.*

J. Stuart, Esq., *Traffic Manager, Assam-Bengal railway.*

J. Walker, Esq., *Traffic Manager, Bengal and North-Western railway.*

F. C. Little, Esq., *Assistant Traffic Superintendent, Bengal Central railway.*

A. M. Clark, Esq., *Acting Traffic Manager, Bengal-Nagpur railway.*

C. A. R. Crommelin, Esq., *General Traffic Manager, Bombay, Baroda and Central India railway.*

W. A. Dring, Esq., *General Traffic Manager, East Indian railway.*

A. Muirhead, Esq., *General Traffic Manager, Great Indian Peninsula railway.*

D. Ross-Johnson, Esq., *Traffic Manager, Madras railway.*

W. M. Simpson, Esq., *Chief Auditor, South Indian railway.*

The meeting unanimously elected Mr. Izat as President, and Mr. Pope as Secretary.

Resolution No. 1.—The President then put to the Committee whether the voting at the Committee should be on the scale laid down in appendix No. 12, page 41, of the Railway Conference Proceedings of 1902.

The Committee voted on the question :—

Ayes—85 votes.	Votes
R. S. Strachey (A. B. ry.)	3
A. Izat (B. and N.-W., R. and K. and B. D. rys)	8
H. D. Olivier (B., B. and C. I. ry.)	10
H. Windle (C. P. Cs.' ry.)	1
H. P. Burt (E. B. ry.)	6
J. Douglas (E. I. ry.)	10
H. Wenden (G. I. P. ry.)	10
H. Bonham-Carter (Madras ry.)	7
W. Pendlebury (Nizam's ry.)	4
E. F. Jacob (N. W. ry.)	9
J. Manson (O. and R. ry.)	6
W. B. Wright (S. M. ry.)	6
A. D. G. Shelley (S. I. ry.)	5

Noes—2 votes.	Votes
E. W. H. Staples (B. C. ry.)	2

[Mr. T. R. Wynne (B. N. ry.) and Mr. A. T. Goodfellow (Burma ry.) did not vote.]

The question was decided in the affirmative.

Resolution No. 2.—The President then put to the meeting whether the Resolutions of the Committee were to be considered as carried on a bare majority.

The Committee voted on the question :—

Ayes—73 votes.	Votes.
A. Izat (B. and N.-W., R. and K. and B. D. rys.)	8
T. R. Wynne (B. N. ry.)	7
H. D. Olivier (B., B. and C. I. ry.)	10
C. H. Windle (C. P. Cs.' ry.)	1
H. P. Burt (E. B. ry.)	6
J. Douglas (E. I. ry.)	10
H. Bonham Carter (Madras ry.)	7
W. Pendlebury (Nizam's ry.)	4
E. F. Jacob (N. W. ry.)	9
J. Manson (O. and R. ry.)	6
A. D. G. Shelley (S. I. ry.)	5

Noes—21 votes.	Votes.
R. S. Strachey (A. B. ry.)	3
E. W. H. Staples (B. C. ry.)	2
H. Wenden (G. I. P. ry.)	10
W. B. Wright (S. M. ry.)	6

[Mr. A. T. Goodfellow (Burma ry.) did not vote.]

The question was decided in the affirmative.

Resolution No. 3.—Proposed by Mr. Burt and seconded by Mr. Pendlebury :—

That the permanent Conference agreed to in Resolution No. 2 of the full Conference be called "The Indian Railway Association."

Amendment proposed by Mr. Douglas, seconded by Lieutenant-Colonel Olivier, R.E. :—

That the name of the permanent Conference be "The Indian Railway Conference"

The Committee divided on the amendment :—

Ayes—65 votes.	Votes.	*Noes—34 votes.*	Votes.
R. S. Strachey (A. B. ry.)	3	T. R. Wynne (B. N. ry.)	7
A. Izat (B. and N.-W., R. and K. and B. D. rys.)	8	A. T. Goodfellow (Burma ry.)	5
E. W. H. Staples (B. C. ry.)	2	H. P. Burt (E. B. ry.)	6
H. D. Olivier (B., B. and C. I. ry.)	10	H. Bonham-Carter (Madras ry.)	7
C. H. Windle (C. P. Cs.' ry.)	1	W. Pendlebury (Nizam's ry.)	4
J. Douglas (E. I. ry.)	10	A. D. G. Shelley (S. I. ry.)	5
H. Wenden (G. I. P. ry.)	10		
E. F. Jacob (N. W. ry.)	9		
J. Manson (O. and R. ry.)	6		
W. B. Wright (S. M. ry.)	6		

Mr. Douglas' amendment was carried.

Resolution No. 4.—Proposed by Mr. Manson, seconded by Major Shelley, R.E.:—

That the Indian Railway Conference should consist of one Delegate from each railway, party to the Conference, and should be presided over by a President, elected annually from amongst the Delegates, and that there should be a permanent paid Secretary, selected by the Conference, and the necessary office establishment.

The Committee voted on the proposal:—

Ayes—89 votes.	*Votes.*
R. S. Strachey (A. B. ry.)	3
A. Izat (B. and N.-W., R. and K. and B. D. rys.)	8
E. W. H. Staples (B. C. ry.)	2
T. R. Wynne (B. N. ry.)	7
H. D. Olivier (B., B. and C. I. ry.)	10
A. T. Goodfellow (Burma ry.)	5
C. H. Windle (C. P. Cs.' ry.)	1
H. P. Burt (E. B. ry.)	6
J. Douglas (E. I. ry.)	10
H. Bonham-Carter (Madras ry.)	7
W. Pendlebury (Nizam's ry.)	4
E. F. Jacob (N. W. ry.)	9
J. Manson (O. and R. ry.)	6
W. B. Wright (S. M. ry.)	6
A. D. G. Shelley (S. I. ry.)	5

[Mr. H. Wenden (G. I. P. ry.) did not vote.]

Mr. Manson's proposal was carried.

Resolution No. 5.—Proposed by Mr. Wright and seconded by Mr. Wynne:—

That the administrations of the various railways recommend Government or their Boards to contribute towards the cost of keeping up the necessary permanent establishment, the cost being apportioned between the several railways in direct proportion to their voting powers.

solution Confer- Carried* unanimously.

Resolution No. 6.—Proposed by Major Shelley, R.E., seconded by Major Bonham-Carter, R.E.:—

That in the case of those railways which pay for Government audit, control, etc., their share of Conference expenses should be paid by Government from such contribution.

Amendment proposed by Mr. Manson, seconded by Mr. Goodfellow:—

That this question be not considered by the Committee.

The Committee divided on the amendment :—

Ayes—57 votes.	Votes.	*Noes—42 votes.*	Votes.
R. S. Strachey (A. B. ry.)	8	A. Izat (B. and N.-W., R. and K. and B. D. rys.)	8
T. R. Wynne (B. N. ry.)	7	E. W. H. Staples (B. C. ry.)	2
H. D. Olivier (B., B. and C. I. ry.)	10	*J. Douglas (E. I. ry.)*	10
A. T. Goodfellow (Burma ry.)	5	*H. Wenden (G. I. P. ry.)*	10
C. H. Windle (C. P. Cs.' ry.)	1	H. Bonham-Carter (Madras ry.)	7
H. P. Burt (E. B. ry.)	6	*A. D. G. Shelley (S. I. ry.)*	5
W. Pendlebury (Nizam's ry.)	4		
E. F. Jacob (N. W. ry.)	9		
J. Manson (O. and R. ry.)	6		
W. B. Wright (S. M. ry.)	6		

Mr. Manson's amendment was carried.

2nd meeting, 11-30 A.M., on 25th February 1902.

MR. DRING, General Traffic Manager, East Indian railway, voted in place of Mr. Douglas, Agent.

MR. C. E. VINING, Traffic Superintendent, Eastern Bengal State railway, voted in place of Mr. Burt, Officiating Manager.

The minutes of the first meeting held on the afternoon of 24th February 1902 were read and confirmed.

Resolution No. 7.—Proposed by Mr. Wynne and seconded by Mr. Wright :—

That the proposal and amendment before the meeting be severally voted on as wholes and not in detail at this stage.

The Committee voted on the proposal :—

Ayes—61 votes.	Votes	*Noes—39 votes.*	Votes.
E. W. H. Staples (B. C. ry.)	2	R. S. Strachey (A. B. ry.)	3
T. R. Wynne (B. N. ry.)	7	A. Izat (B. and N.-W., R. and K. and B. D. rys.)	8
H. D. Olivier (B., B. and C. I. ry.)	10	W. A. Dring (E. I. ry.)	10
A. T. Goodfellow (Burma ry.)	5	H. Wenden (G. I. P. ry.)	10
C. H. Windle, (C. P. Cs.' ry.)	1	H. Bonham-Carter (Madras ry.)	7
C. E. Vining (E. B. ry.)	6		
W. Pendlebury (Nizam's ry.)	4		
E. F. Jacob (N. W. ry.)	9		
J. Manson (O. and R. ry.)	6		
W. B. Wright (S. M. ry.)	6		
A. D. G. Shelley (S. I. ry.)	5		

Mr. Wynne's proposal was carried.

Resolution No. 8.—Proposed by Mr. Wynne and seconded by Mr. Goodfellow :—

1. That the functions of the Conference be to deal with all matters connected with Railway affairs that may be referred to it.

They shall deal with—

(*a*) All questions that the old Railway Conference dealt with.
(*b*) All questions that Agents and Managers under their powers may refer.
(*c*) All questions that Agents under orders from their Boards may refer.
(*d*) All questions that Managers under the order of the Government of India may refer.
(*e*) All questions that the Government of India and Boards of Railways may mutually agree to refer.
(*f*) All questions referred to them by the public, public bodies and Local Governments.

2. That the powers of the Conference be—

That on all matters referred to them for opinion the Conference shall make such representation as they may think fit.

That on all questions referred to the Conference for decision, the decision of the Conference to be final and binding on all railways in the case of general questions and on the railways parties to the reference in the case of special references.

To enable the Conference to carry out these powers it is proposed—

That the Agents and Managers of railways agree to accept the decision of the Conference on all questions referred to them which are within the powers of Agents and Managers to settle.

That the Boards of Railways be asked to agree to accept the decision of the Conference on all questions that the Boards may order their Agents to refer to the Conference.

That the Government of India be asked to agree to accept the decision of the Conference on all questions that Managers may refer to the Conference under the orders of the Government of India.

That the Government of India be asked to agree to accept the decision of the Conference on all questions Government may refer to them for decision.

That these powers of the Conference be in force for one year only and be reconsidered at the end of that time.

3. That in voting on questions put before the Conference the voting power of each railway to be one vote only irrespective of its mileage and traffic and that each question be decided on the majority of votes.

Amendment proposed by Mr. Wenden and seconded by Lieutenant-Colonel Olivier, R.E.:—

1. That the Conference have power to modify, cancel or add to the Conference Regulations as now accepted. No modifications, cancellations or additions to be binding unless passed by ⅔rds of the total votes of all members present, and until confirmed by the Boards of Directors concerned.
2. The Conference to have power to dispose of, under the regulations that may be in force at the time, all references, arising out of those regulations, made to them, the decision of a ⅔rd majority being binding without the confirmation provided in 1.
3. The Conference to have the power to arbitrate also on any other matter when contending parties mutually agree to make reference to it.
4. References under 1 and 2 and 3 to be decided only at the annual Conference, and that there may be time for papers to be fully considered by all members, no reference to be made later than one month before the date fixed for the assembly of the Conference.
5. The annual Conference to have power to call for such evidence as it considers necessary to enable it to arrive at decisions in cases referred to it.
6. In a matter of urgency, at the mutual request of contending parties, the Conference to have the power, through its President, to nominate two or more members to arbitrate, the decision of such arbitrators being binding.
7. At the request of Government, or any railway party to the Conference, the Conference will record an opinion on any question referred to it—the general rules and regulations, matters connected with the general liability of railways under the law, or the interpretation of rules and working agreements.
8. The decision in all cases of reference to be by a ⅔rd majority based on the scale of votes adopted at the Conference preceding.

The Committee divided on the amendment:—

Ayes—48 votes.	Votes.
R. S. Strachey (A. B. ry.)	8
A. Izat (B. and N.-W., R. and K. and B. D. rys.)	8
H. D. Olivier (B., B. and C. I. ry.)	10
W. A. Dring (E. I. ry.)	10
H. Wenden (G. I. P. ry.)	10
H. Bonham-Carter (Madras ry.)	7

Noes—51 votes.	Votes.
E. W. H. Staples (B. C. ry.)	2
T. R. Wynne (B. N. ry.)	7
A. T. Goodfellow (Burma ry.)	5
C. H. Windle (C. P. Cs.' ry.)	1
C. E. Vining (E. B. ry.)	6
W. Pendlebury (Nizam's ry.)	4
E. F. Jacob (N. W. ry.)	9
J. Manson (O. and R. ry.)	6
W. B. Wright (S. M. ry)	6
A. D. G. Shelley (S. I. ry.)	5

Mr. Wenden's amendment was lost.

The Committee then voted on Mr. Wynne's original proposal as a whole at this stage:—

Ayes—46 votes.

	Votes.
E. W. H. Staples (B. C. ry.)	2
T. R. Wynne (B. N. ry.)	7
A. T. Goodfellow (Burma ry)	5
C. H. Windle (C. P. Cs.' ry.)	1
C. E. Vining (E. B. ry.)	6
W. Pendlebury (Nizam's ry.)	4
E. F. Jacob (N. W. ry.)	9
J. Manson (O. and R. ry.)	6
W. B. Wright (S. M. ry.)	6

Noes—53 votes.

	Votes
R. S. Strachey (A. B. ry.)	3
A. Izat (B. and N.-W., R. and K. and B. D. rys.)	8
H. D. Olivier (B., B. and C. I. ry.)	10
W. A. Dring (E. I. ry.)	10
H. Wenden (G. I. P. ry.)	10
H. Bonham-Carter (Madras ry.)	7
A. D. G. Shelley (S. I. ry.)	5

Mr. Wynne's proposal was lost.

Resolution No. 9.—Proposed by Lieutenant-Colonel Olivier, R.E., seconded by Major Shelley, R.E.:—

That Mr. Wynne's proposal in Resolution No. 8 be taken as a basis of discussion.

First amendment proposed by Major Bonham-Carter, R.E., seconded by Mr. Walker:—

1. [illegible]

2. The Conference to have power to dispose of, under the regulations that may be in force at the time, all references, arising out of those regulations, made to them, the decision of a ⅔rd majority being binding without the confirmation provided in 1.

3. The Conference to have the power to arbitrate also on any other matter when contending parties mutually agree to make reference to it.

4. References under 1 and 2 to be decided only at the annual Conference, and that there may be time for papers to be fully considered by all members, no reference to be made later than one month before the date fixed for the assembly of the Conference.

5. The annual Conference to have power to call for such evidence as it considers necessary to enable it to arrive at decisions in cases referred to it.

6. In a [illegible] he Conference [illegible] members to [illegible]

7. At the request of Government, or any railway party to the Conference or any public body, the Conference will record an opinion on any matter connected with *railway affairs* which may be referred to it.

8. The decision in all cases of reference to be by a ⅔rd majority based on the scale of votes adopted at the Conference preceding.

2nd amendment proposed by Mr. Jacob, seconded by Mr. Wynne:—

That the matter be referred to a Select Committee of seven who will formulate proposals and place them before the Committee.

The second amendment by Mr. Jacob was carried unanimously.

The following gentlemen were elected as members of the Select Committee:—

Mr. Wynne, Lieutenant-Colonel Olivier, R.E., Mr. Izat, Mr. Muirhead, Mr. Manson, Mr. Dring and Mr. Jacob, with Mr. Pope as Secretary.

3rd meeting, 12 noon, on 26th February 1902.

Mr. Vining, Traffic Superintendent, Eastern Bengal State railway, voted in place of Mr. Burt.

Mr. Jabez Lightfoot, Auditor, Bengal and North-Western railway, also attended.

The minutes of the second meeting were read and confirmed.

The Select Committee, elected in accordance with Resolution No. 9 of 25th February 1902, submitted its report, *vide* appendix No. 14.

Resolution No. 10.—Proposed by Mr. Izat as Chairman of the Select Committee, and seconded by Major Bonham-Carter, R.E. :—

That the proposals of the Select Committee as embodied in their report be adopted.

Amendment proposed by Mr. Wynne and seconded by Mr. Goodfellow :—

That this Committee is unable to put forward a scheme to carry out the suggestions made in the address of the President of the full Conference, and is of the opinion that the Government of India should themselves create a body to deal with the objects they desire.

The Committee divided on the amendment :—

Ayes—18 votes.

	Votes.
T. R. Wynne (B. N. ry.)	7
A. T. Goodfellow (Burma ry.)	5
J. Manson (O. and R. ry.)	6

Noes—81 votes.

	Votes.
R. S. Strachey (A. B. ry.)	8
A. Izat (B. and N.-W., R. and K. and B. D. rys.)	8
E. W. H. Staples (B. C. ry.)	2
H. D. Olivier (B., B. and C. I. ry.)	10
C. H. Windle (C. P. Cs.' ry.)	1
C. E. Vining (E. B. ry.)	6
J. Douglas (E. I. ry.)	10
H. Wenden (G. I. P. ry.)	10
H. Bonham-Carter (Madras ry.)	7
W. Pendlebury (Nizam's ry.)	4
E. F. Jacob (N. W. ry.)	9
W. B. Wright (S. M. ry.)	6
A. D. G. Shelley (S. I. ry.)	5

Mr. Wynne's amendment having been lost, the Committee voted on the original proposal :—

Ayes—70 votes.

	Votes.
R. S. Strachey (A. B. ry.)	8
A. Izat (B. and N.-W., R. and K. and B. D. rys.)	8
E. W. H. Staples (B. C. ry.)	2
H. D. Olivier (B , B. and C. I. ry.)	10
C. H. Windle (C. P. Cs.' ry.)	1
J. Douglas (E. I. ry.)	10
H. Wenden (G. I P. ry.)	10
H. Bonham-Carter (Madras railway)	7
W. Pendlebury (Nizam's ry.)	4
E. F. Jacob (N. W. ry.)	9
W. B. Wright (S. M. ry.)	6

Noes—29 votes.

	Votes.
T. R. Wynne (B. N. ry.)	7
A. T. Goodfellow (Burma ry.)	5
C. E. Vining (E. B. ry.)	6
J. Manson (O. and R. ry.)	6
A. D. G. Shelley (S. I. ry.)	5

Mr. Izat's proposal was carried.*

Resolution No. 11.—Proposed by Mr. Wright, seconded by Major Shelley, R.E. :—

> That the Conference shall have the power of giving notice to any railway that it shall cease to be a party to the Conference in one month from the date of such notice; but the meeting in which the resolution to give notice is adopted must be specially called for the purpose, and the resolution must be passed by not less than two-thirds of the total votes of the members present.

Amendment proposed by Mr. Jacob, seconded by Mr. Wynne :—

That Mr. Wright's proposal be not discussed by the Committee.

The Committee divided on the amendment :—

Ayes—60 votes.	Votes	*Noes—13 votes.*	Votes.
R. S. Strachey (A. B. ry.) . .	3	E. W. H. Staples (B C ry) . .	2
A Izat (B. and N.-W., R. and K. and B D. rys.)	8	W. B. Wright (S M. ry.) . .	6
T. R. Wynne (B. N. ry.) . . .	7	A. D. G Shelley (S. I ry.) . .	5
A. T. Goodfellow (Burma ry.) . .	5		
C. H. Windle (C. P. Cs.' ry.) . .	1		
C. E. Vining (E. B ry.) . . .	6		
H. Wenden (G. I. P. ry.) . . .	10		
H. Bonham-Carter (Madras ry.) . .	7		
W. Pendlebury (Nizam's ry.) . .	4		
E. F. Jacob (N. W. ry) . . .	9		

[Lieutenant-Colonel H. D. Olivier, R.E. (B., B. and C. I. ry.), Mr. J. Douglas (E. I. ry.), and Mr. J. Manson (O. and R. ry.), did not vote.]

Mr. Jacob's amendment was carried.

Resolution No. 12.—Proposed by Mr. Douglas, seconded by Mr. Pendlebury :—

> That the Committee now submit its proceedings to the full Conference for adoption.

Carried unanimously.

4th meeting, 11-15 A.M., on 27th February 1902.

The minutes of t [illegible] held on the 26th February 1902 were read [illegible] are herewith submitted to the full [illegible]

A. W. U. POPE,
Secretary.

A IZAT,
Chairman.

The 27th February 1902.

APPENDIX No. 14.

Meeting of the Select Committee.

Afternoon of 25th February 1902.

Vide Resolution No. 9 of the 2nd meeting of the Committee on 25th February 1902.

Present:

A. Izat, Esq., C.I.E., *Bengal and North-Western, Rohilkund and Kumaon and Bengal Dooars railways, Chairman.*

T. R. Wynne, Esq., *Bengal-Nagpur railway.*

Lieut.-Col. H. D. Olivier, R.E., *Bombay, Baroda and Central India railway.*

E. F. Jacob, Esq., C.I.E., *North Western railway.*

J. Manson, Esq., *Oudh and Rohilkhand railway.*

W. A. Dring, Esq., *East Indian railway.*

A. Muirhead, Esq., *Great Indian Peninsula railway.*

A. W. U. Pope, Esq., *Oudh and Rohilkhand railway, Secretary.*

Resolution No. 1.—The Select Committee resolved to recommend the Committee to agree that the functions of the Railway Conference be—

(1) to consider all questions referred to it by Government, railways parties to the Conference, or public bodies, excluding questions of rates and fares ;*

(2) to arbitrate between railways in all disputes, when called upon to do so by mutual consent ; †

(3) to interpret all readings of Conference rules, decisions, and awards ;

(4) to alter or cancel existing Conference rules and make such new ones as may from time to time be required.

(5) In all matters referred to it under (1), the Conference shall give such opinion or make such representation as it may think fit.

(6) In all matters referred under (2) and (3), the decision of the Conference shall be final and binding.

(7) In all matters connected with (4), the decision of the Conference shall be binding after confirmation by the Government of India and the Boards of Directors concerned.

(8) With regard to (1), (3) and (4), the majority must consist of $\frac{1}{3}$ of the total votes of those present, and with regard to (2) a bare majority shall rule the decision.

(9) In voting on all questions put before the Conference, the voting power of each railway shall be calculated on the same basis as at the last Railway Conference or as altered from time to time.

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* Messrs. Wynne and Manson dissent from this exclusion and Messrs. Izat and Jacob dissent from through rates being excluded.

† Mr. Wynne objects to the words "by mutual consent."

A. W. U. POPE,
Secretary.

A. IZAT,
Chairman.

2nd meeting of the Select Committee.

The same members attended.

Resolution No. 2.—The Select Committee put forward this resolution for consideration and adoption to the Committee of the Conference in reference to Resolution No. 9 of the 2nd meeting of the Committee held on the 25th February 1902.

A. W. U. POPE,
Secretary.
The 26th February 1902.

A. IZAT,
Chairman.

G. I. C. P. O.—No. 1163 P. W. D.—10-3-1902.—800—T. W. L.